Consumers' Research BULLETIN

JULY 1949

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CONSUMERS' RESEARCH

Vol. 24 • No. 1 **BULLETIN** July 1949

Off the Editor's Chest

PRICE-FIXING of goods sold at retail, once considered to be a violation of the Sherman Anti-Trust Act, was legalized in 1937 by passage of the Miller-Tydings Act pushed through Congress largely by the efforts of the leading druggists' trade association. In the interests of tightening the application of the Act, some 45 states have passed price-maintenance statutes which authorize the manufacturer to sign a contract with one retailer in a particular state fixing the price below which his product may not be sold. The misleadingly titled state "fair-trade law" then makes that contract binding on each and every retailer in the state, selling that particular brand or make, whether he wishes to sell at that price or not. In some cases, where big manufacturers have endeavored to drop their fair-trade contracts, they have been dissuaded by the threat of severe boycott at the hands of retailers, particularly druggists and liquor dealers, who have been among the most energetic propagandists for "fair-trade laws," so called.

The principal fields in which price-fixing prevails are drugs and other items sold by druggists, liquor, books, cigars, jewelry, sporting goods, kitchenware, and major electrical appliances. It has been convincingly demonstrated by competent authorities that resale price maintenance by means of fair-trade contracts keeps the prices of branded merchandise higher than they would be if not artificially pegged by such contracts. The point is indeed so obvious that a columnist in an advertising journal was moved to suggest that manufacturers should do a little public relations work to make women understand fair-trade laws better. It appears that when stores advertised sales, women were quite annoyed to find that their favorite brands were not reduced because the prices had been fixed by fair-trade laws, and this they considered "almost like a conspiracy between business and government to keep prices up" — as indeed it was.

At the present time when there is great public demand for lower prices, fair-trade laws offer a powerful obstacle to widespread price reductions. The retailer who may recognize the need of reducing prices to stimulate consumer demand, to meet competition from other brands or other commodities, or to liquidate excess inventory — even to remain solvent in a time of great economic stress — is seriously handicapped by such restrictions. When the necessity of making cuts in prices in order to move merchandise finally becomes apparent to the manufacturer, it may be too late, and that particular retailer may go broke, to save a group of manufacturers the embarrassment of having their brands sold at "cut prices." Radio, television, and appliance dealers are reported to be scrambling for customers at the present time, and the pressure is on for much deeper price cuts than the "token" reductions that have so far been announced.

Those retailers who have recognized that the fair-trade laws have inevitably resulted in higher

(Continued on page 22)

Scientific and Technical Experts and Editors: F. J. Schlink, R. Joyce, M. C. Phillips, A. R. Greenleaf, Charles L. Bernier, and Dwight C. Aten. Editorial Assistants: Mary F. Roberts and B. Beam.

Symbols used to indicate sources of data and bases of ratings: **A**—recommended on basis of quality; **AA**—regarded as worthy of highest recommendation; **B**—intermediate with respect to quality; **C**—not recommended on basis of quality; cr—information from Consumers' Research's own tests or investigations; **1, 2, 3**—relative prices, **1** being low, **3** high. Note that price and quality are completely differentiated in CR's listings, **a quality judgment is independent of price**; 48, 49—year in which test was made or information obtained or organized by the staff of Consumers' Research.

It will be advantageous if you will, whenever possible, send prompt notice of change of address at least 5 weeks before it is to take effect, accompanying your notice with statement of your old address with name in full. At least a month's notice must be given in any case. This rule, however, regarding long advance notice does not apply to military personnel.

**CR will, of course, gladly change addresses for men and women in the services as often as required by changes in station and other circumstances.*

★★★For a brief cumulative index of 1949 BULLETINS preceding this issue, see page 28.

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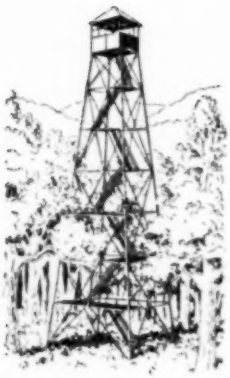
CORRECTIONS TO CONSUMERS' RESEARCH BULLETIN OF

JULY 1949

Automobiles p. 8, col. 1	It was incorrectly reported, beginning at line 2, that foamed-rubber cushions are standard equipment in the Plymouth P-18. Such cushions are included in a "group" of "extras" or special equipment, for which the total added price is about $37.



The Consumers' Observation Post

BACKACHES are aggravated when patients sleep on soft innerspring mattresses, points out Dr. Frederic J. Kottke of Minneapolis, writing in the Journal of the American Medical Association. It has been observed that many patients with chronic backache sleep better on the floor than on a soft mattress. Dr. Kottke advises such people to use a felt or hair mattress placed on a bed board without a spring in order to obtain the flatness and support needed to allow the muscles to relax during sleep.

* * *

ROAD BUILDING costs taxpayers plenty in Illinois. It's not just the Illinois taxpayer either, for the gasoline taxes which help pay for the highways in that state are of interest to every motorist who is forced to buy gasoline on his way through. It appears, according to National Petroleum News, that Illinois roads cost 490 percent more to build than comparable roads in Missouri in 1947, 349 percent more than in Kentucky, 282 percent more than in Wisconsin. The trade journal suggests that, if the percentages figured by the Federal Public Roads Administration are correct, grand juries and prosecuting attorneys should be looking into the matter and should be investigating the present campaign of state officials to increase gasoline taxes. The subject is evidently one for taxpayers to look into in other states as well.

* * *

IF YOU HAVE A COLD, it may have been set off by something you ate or drank, suggests Dr. John M. Brewster of the Naval Hospital, Great Lakes, Ill. According to Dr. Brewster's theory, food or drink to which a person is allergic, or the inhalation of some irritating substance, causes damage to the mucous membranes of the nose, throat, and mouth, and so provides a ready nesting spot for the virus of the common cold. If the allergic reaction is checked by the use of one of the various antihistamine drugs now available to physicians, the cold can usually be headed off.

* * *

BUTTER is still being priced out of the market by government support which keeps the wholesale level at around 59 cents a pound. The wholesale price would certainly drop below this figure during the summer, reports The Wall Street Journal, if the federal prop were not placed under it. The result is that butter is getting stiff competition from margarine, which sells for around 35 cents a pound.

* * *

THAT THOUSAND DOLLAR AUTOMOBILE, that many are reported to be clamoring for, will be available when the man in the street gets really mad about what taxes are doing to the American standard of living, predicted James D. Mooney, as president and board chairman of Willys-Overland Motors. The purchaser of a new automobile is aware of paying a federal excise tax of around $90 or more, but what he does not realize is that a total of something like $450 of the price of the average car in the lower-price brackets represents direct and indirect taxes.

* * *

MORE POTENT INSECTICIDES are now in the process of being tested, according to a news item from the meeting of the American Chemical Society this past spring. One of the most deadly is octamethyl pyrophosphoramide, originally produced by a German chemist, that is now being put through tests by the U. S. Bureau of Entomology and Plant Quarantine. It is so poisonous that it kills an insect biting the plant which has taken up the chemical through its roots. It is also toxic to human beings and domestic animals, but government experts suggest that it may be used on cotton and flax plants, seedling trees, and

ornamental shrubs. If the chemical is as toxic as represented, the men who do the spraying will certainly wish to be encased in something as all-enveloping as a diver's suit, and passers-by will need to be warned against the casual picking of a flower or leaf that has been sprayed. Sometimes it seems safer to let the bugs alone, for spray materials are full of hazards. In addition to the dangers to human beings from DDT discussed in earlier CR Bulletins, reports come in from bee keepers that they have been losing their bees heavily in areas where orchards are sprayed with DDT.

* * *

SELF-SERVICE GASOLINE STATIONS, so popular in California, are spreading to other states. In California, consumers have obtained gasoline at savings of 3 to 5 cents per gallon by patronizing self-service stations. Strenuous attempts have been made in other states to stifle such competition by persuading state legislatures to pass bills outlawing self-service stations, frequently on the ground that they constitute a fire hazard. In Los Angeles County, however, where there are 27 such stations, Newsweek magazine reports that the fire department had not received a single call from any one of them. Consumers who are interested in saving money on gasoline will need to rally to the support of self-service operators. In New Jersey, the president of the New Jersey Gasoline Retailers Association is given credit for getting through both houses of the state legislature in record time a bill to ban the operation of self-service gasoline stations in that state, apparently before any opposition could be built up.

* * *

SALES OF MEN'S SUITS in the first few months of 1949 were down about 10 percent from last year, and prices for some fall suits have been cut as much as 6 percent. That apparently is not enough to stimulate consumer purchasing, for, according to Business Week, men want to be able to buy a suit for about $10 less than they are now paying. Manufacturers insist their costs are too high to permit that much of a cut. At the moment it appears that everybody in the trade is keeping his fingers crossed to see whether consumers will or won't buy. If they won't, there will be a certain amount of distress selling that will, temporarily at least, provide some bargains.

* * *

MARKET SURVEYS, sometimes misnamed "consumer research," have long been regarded skeptically by informed consumers as a technique for gathering testimonials or sales propaganda for particular products. It is, therefore, refreshing to find the trade journal Soap and Sanitary Chemicals casting a cynical eye at the results and interpretations of some market surveys in allegedly "determining that exactly 6.2 cans of scouring powder per family were used in Iowa in 1947, or that '36 per cent of all the toilet soaps unwrapped in the U.S. in a single day' was opened by families reading a certain magazine." As the editor of Soap wisely points out, people who were taken in by the pre-election surveys last year will be wary of taking the results of any survey too seriously. Consumers can do their bit to put an end to this "survey" business by declining to fill out or answer questionnaires.

* * *

SHOE-FITTING FLUOROSCOPES used in some shoe stores to evaluate the fit of a particular pair of shoes, particularly children's shoes, are under fire from several quarters as being unsafe. It appears, according to an editorial in the Journal of the American Medical Association, that the danger from these devices arises from two sources: too high an intensity of the rays, and uncontrolled length of exposure, which may, on occasion, result in overexposure. Since there are no general provisions requiring that the fluoroscopes be operated by trained roentgen-ray experts, the unsuspecting customer in some shoe stores is protected against a possible overdose of the potent rays only by luck. The Journal suggests that the ordinary methods of fitting shoes by measurement and observation are to be favored, in the interest of safety.

* * *

THOSE POTATOES that the federal government has been buying to keep the prices up are causing trouble in more ways than one and not just to the taxpayers whose money is being thrown away. According to a weekly newsletter from the University of Illinois Extension Service, a farmer in Wisconsin has been

(The continuation of this section is on page 29)

AUTOMOBILES FOR 1949

Editor's Note: *This is the second of a series of reports on the 1949 automobiles. We hope that by next month's issue sufficient information will be in hand to permit discussion of the remaining American cars and presentation of comparative ratings in tabular form. Readers are asked to bear in mind that the ratings which are being assigned the cars reported upon in the several articles* must be regarded as tentative *and subject to change when fuller data are in and have been studied and checked, for any report which is given while a new model car is still "young"* must *be subject to change as experience and knowledge of the car in use accumulate. (Cars cannot be judged solely on their specifications; even those change from time to time, sometimes in important respects, in the course of production of a new model.)*

CR's reports on 1949 model automobiles are not based on exhaustive tests (which could not in any case have been carried out in time for the information to be useful to our subscribers), but on the opinions of several well-qualified engineers, supplemented by a careful study of specifications and early reports of performance in the field, and to some extent on subscribers' experience with performance of cars in use on the road. ¶Prices given in the listings are for 4-door sedans without accessories, unless otherwise noted.

6-Cylinder vs. 8-Cylinder Engines

The performance (accelerating ability) of a car with a 6-cylinder engine is generally inferior to that of an 8-cylinder car of approximately equal piston displacement, unless certain desirable features are sacrificed in the 6-cylinder engine. The reasons for this are that the more frequent power impulses of an 8-cylinder engine, as well as lower total weight of reciprocating parts, permit the 8 to operate smoothly with a flywheel of less weight than a 6 requires. An 8-cylinder engine has less rotational inertia to overcome during acceleration than a 6 of the same power output. The compression ratio of an 8, with smaller cylinders, also can be higher than for a 6 of the same total displacement, or if the ratio is the same in both cases, the 8 can be loaded more than a 6 without detonation ("pinging"); or the spark can be farther advanced on the 8 than on the 6, which makes for a more lively engine.

In the 6-cylinder cars that give high performance (fast acceleration), the weight of the flywheel is usually low; this means that smoothness at low speeds may have been sacrificed, or the rear axle ratio has been raised to give more engine revolutions per mile to keep the total displacement in cubic inches per mile of travel about equal to that of an 8. This is undesirable, from the user's standpoint, as it means higher engine speeds in high gear for all car speeds, with increased noise and vibration, and a tendency toward greater gasoline and oil consumption and earlier wearing out of the engine.

In general, those who have been accustomed to the performance of a car with an 8-cylinder engine should probably not change to a 6 unless they are willing to accept the lower performance and slower pickup at high speeds; if they are planning a change, they probably should *try* a 6 for a time before deciding, to be sure they will not find the performance of the 6 disappointing under the emergency conditions that are constantly arising on the road.

Housing the New Cars

Anyone who may be planning to buy a new car will be wise to pay particular heed to the over-all length of cars as given in the listings which follow. He may otherwise find that his new car is just long enough to require some structural alteration or an increase in length of his garage. In some cases, the increased width, too, of recent-model cars may present a special problem, because the doors when opened take considerably more space laterally than cars which had running boards.

Ford

Buick 8 Roadmaster

A

Ford 6. $1368 f.o.b.; $1566 delivered N.Y.C. Engine: 6 cylinder, L head, 3.3 in. bore x 4.4 in. stroke; 225.8 cu. in. displacement; 95 hp. at 3300 rpm.; taxable hp., 26.1; compression ratio, 6.8. Engine oil capacity, 5 qt.; cooling water, 17¾ qt.; gas tank, 17 gal. Gear ratio, 3.73. Optional ratios of 3.54 and 4.1 are available; 2.87 with overdrive. Battery, 17-plate, 100-amp.-hr. (adequate). Wheelbase, 114 in.; over-all length, 197 in.; width, 73½ in.; height, 63 in. *Herculite* used in rear window (undesirable). Tire size, 6.00 x 16 (6.70 x 15 optional at extra cost), adequate. Braking area, 176 sq. in.; brake factor, 47. Cable-type hand brake of a design subject to freezing. Road clearance: 7½ in. at front; 8 in. at rear. Seat widths: front, 56 in.; rear, 60 in. Headroom: front, 36 in.; rear, 34½ in. (too low for tall people). Performance factor, 25.4. Reported gasoline mileage: in city driving, 18 to 20 m.p.g.; country driving, 20 to 22 m.p.g. Strong box-type frame. Vision over hood, good. Vulnerable to costly side damage. Replacement cost of fenders estimated at $30 to $35. Accessibility of spare tire, good. Trunk space, adequate. Wheels and tires readily accessible for servicing. Undercoating recommended. The 1949 models have numerous refinements which did not appear in the cars produced in 1948. These include greater use of body silencing and insulating material, changes in steering column and gearshifting mechanisms, more silent operation of valves, etc. These changes should overcome some of the objections to noise present in the earlier cars. Shipping weight, 2992 lb.

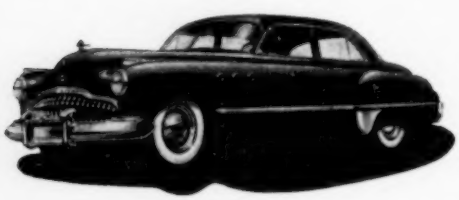
Ford 8. $1438 f.o.b.; $1640 delivered N.Y.C. Engine: 8 cylinder, V type, 3-3/16 in. bore x 3¾ in. stroke; 239.4 cu. in. displacement; 100 hp. at 3600 rpm.; taxable hp., 32.5.; compression ratio, 6.8 to 1. Engine oil capacity, 5 qt.; cooling water, 21 qt. Performance factor, 26.4. Except for engine this car is essentially the same as *Ford 6*, comments on which accordingly apply to the *8*. Reported gasoline mileage: in city driving, 16 to 18 m.p.g.; in country driving, 18 to 20 m.p.g. Shipping weight, 3032 lb.

A–

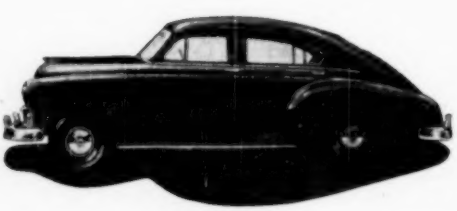
Chrysler Royal. $2134 f.o.b.; $2392 delivered N.Y.C. Engine: 6 cylinder, L head, 3-7/16 in. bore x 4½ in. stroke; 250.6 cu. in. displacement; 116 hp. at 3600 rpm.; taxable hp., 28.4; compression ratio, 7.0 to 1. Engine oil capacity, 5 qt.; cooling water, 17 qt.; gas tank, 17½ gal. Gear ratio, 3.90 to 1 (3.73 with semi-automatic transmission). Battery, 17-plate, 120-amp.-hr. Wheelbase, 125½ in.; over-all length, 204 in.; width, 73½ in.; height, 65¾ in. Tire size, 7.60 x 15 (adequate). Braking area, 173½ sq. in.; brake factor, 40. Hand brake subject to freezing. Road clearance: 9½ in. at front; 7⅜ in. at rear (too little; less, even, than is now customary). Seat widths: front, 58 in.; rear, 58 in. Foamed rubber cushions standard equipment. Headroom: front, 37½ in.; rear, 34½ in. (too low for tall persons). Rear windows of *Herculite* glass (undesirable). Performance factor, 27. Reported gasoline mileage: in city driving, 14 to 16 m.p.g.; in country driving, 17 to 19 m.p.g. Frame judged relatively weak. Vision over hood, good. Vulnerable to costly side damage. Replacement cost of fenders, which are of bolted construction, estimated at $35 to $40 each plus labor. Accessibility of spare tire, good. Trunk space, adequate. Wheels and tires readily accessible for servicing. Directional lights standard equipment. Factory-applied undercoating included as standard equipment but coating was judged to be somewhat too thin. Sponge rubber crash-pad on right and center portions of instrument panel, a desirable addition from the standpoint of safety. Combined ignition and starter switch not considered an advantageous feature, as it might be dangerous for some drivers, and cause extra risk when garage and parking lot attendants handle car, because of possibility of starting engine with car in gear. *Chrysler Windsor* is a deluxe model of the *Chrysler Royal*. Semi-automatic gearshift is optional equipment on *Royal*, standard equipment on *Windsor*. Shipping weight, 3571 lb.

Chrysler Saratoga. $2610 f.o.b.; $2811 delivered N.Y.C. Engine: 8 cylinder, L head, 3¼ in. bore x 4⅜ in. stroke; 323.5 cu. in. displacement; 135 hp. at 3400 rpm.; taxable hp., 33.8; compression ratio, 7.25 to 1. Engine oil capacity, 6 qt.; cooling water, 21 qt.; gas tank, 20 gal. Gear ratio, 3.91 to 1 (3.54 with semi-automatic transmission). Battery, 19-plate, 135-amp.-hr. (very good). Wheelbase, 131½ in.; over-all length, 212 in. (very long); width, 74¾ in.; height, 66 in. Tire size, 8.20 x 15 (ade-

Mercury Sport Sedan



Buick Super 51



Chevrolet Fleetline

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quate). Braking area, 189 sq. in.; brake factor, 39. Hand brake subject to freezing. Road clearance: 9½ in. at front; 7⅜ in. at rear (less, even, than customary). Seat widths: front, 58 in.; rear, 58 in. Foamed rubber cushions standard equipment. Headroom: front, 37½ in.; rear, 34½ in. (insufficient for tall persons). Performance factor, 28. Reported gasoline mileage: in city driving, 13 to 15 m.p.g.; in country driving, 16 to 18 m.p.g. Vision over hood, good. For other comments, see *Chrysler Royal*. The *New Yorker* is a deluxe model of the *Saratoga*. Shipping weight, 4121 lb.

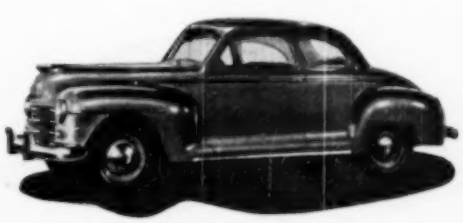
De Soto Deluxe. $1986 f.o.b. (not including delivery charge); $2430 delivered N.Y.C. Engine: 6 cylinder, L head, 3-7/16 in. bore x 4¼ in. stroke; 236.6 cu. in. displacement; 112 hp. at 3600 rpm.; taxable hp., 28.4; compression ratio, 7.0 to 1. Engine oil capacity, 5 qt.; cooling water, 17 qt.; gas tank, 17 gal. Gear ratio, 3.9 to 1 (3.73 with semi-automatic transmission). Battery, 17-plate, 110-amp.-hr. Wheelbase, 125½ in.; over-all length, 207 in.; width, 72 in.; height, 65¾ in. Tire size, 7.60 x 15 (adequate). Braking area, 173½ sq. in.; brake factor, 39. Hand brake subject to freezing. Road clearance: 9 in. at front; 7¾ in. at rear. Seat widths: front, 58 in.; rear, 58 in. Foamed rubber cushions standard equipment. Headroom: front, 36 in.; rear, 35 in. (too low for tall persons). Rear window of *Herculite* (undesirable). Performance factor, 25. Reported gasoline mileage: in city driving, 15 to 16 m.p.g.; in country driving, 17 to 19 m.p.g. Frame judged relatively weak. Vision over hood, good. Car is vulnerable to costly side damage. Replacement cost of fenders, which are of bolted construction, estimated at $35 to $40 each plus labor. Accessibility of spare tire, good. Trunk space, adequate. Wheels and tires readily accessible for servicing. Directional lights standard equipment. Factory-applied undercoating included as standard equipment but judged to be somewhat too thin. Deluxe and Custom models differ only in trim and upholstery. Shipping weight, 3700 lb.

Mercury. $2054 f.o.b.; $2550 delivered N.Y.C. Engine: 8 cylinder, V type, 3-3/16 in. bore x 4 in. stroke; 255.4 cu. in. displacement; 110 hp. at 3600 rpm.; taxable hp., 32.5; compression ratio, 6.8 to 1. Engine oil capacity, 5 qt.; cooling water, 22¼ qt.; gas tank, 19½ gal. Gear ratio, 3.78; 2.99 with overdrive. Battery, 17-plate, 110-amp.-hr. (adequate). Wheelbase, 118 in.; over-all length, 207 in. (large for average garage); width, 77 in.; height, 63 in. Tire size, 7.10 x 15 (overloaded at 24 lb.). Braking area, 179 sq. in.; brake factor, 41. Cable-type hand brake of a design subject to freezing. Road clearance: 7¾ in. at front; 7¼ in. at rear (lower, even, than customary). Rear doors hinged at back, which is very undesirable from safety standpoint. Seat widths: front, 59 in.; rear, 50 in. Foamed rubber cushions available at extra cost. Insufficient headroom at rear for tall persons. Rear window of *Herculite* (undesirable). Performance factor, 25. Reported gasoline mileage: in city driving, 15 to 18 m.p.g.; in country driving, 17 to 19 m.p.g., with overdrive 22 m.p.g. Box-type frame with heavy "X" and "K" construction; frame very rugged. Vision over hood, good, but vision through rear window poor in inclement weather. Vulnerable to costly side damage. Replacement cost of fenders estimated at $35 to $40 each. Accessibility of spare tire, good. Trunk space, adequate, but leaks into trunk and cowl leaks are a common complaint. Wheels and tires readily accessible for servicing. Directional lights standard equipment. Shipping weight, 3600 lb.

Oldsmobile 98-Eight. $2521 f.o.b.; $2600 delivered N.Y.C. Engine: V-8 *Rocket*, same as used in *Oldsmobile 88*; 135 hp. at 3600 rpm. Battery, 17-plate, 115-amp.-hr. (adequate). Wheelbase, 125 in.; over-all length, 213 in. (very long); width, 78¾ in.; height, 66¾ in. Tire size, 7.60 x 15 (overloaded). Braking area, 192 in.; brake factor, 41. Hand brake subject to freezing. Road clearance: 9 in. at front; 8½ in. at rear; both comparatively good. Seat widths: front, 64 in.; rear, 52 in. Insufficient headroom at rear for tall persons. Foamed rubber cushions. Performance factor, 29. Reported gasoline mileage: in city driving, 14 to 16 m.p.g.; in country driving, 16 to 20 m.p.g. Strong girder "X" member frame. Vision over hood, only fair; through rear window, poor in bad weather. Vulnerable to costly side damage. Accessibility of spare tire, good. Trunk space, adequate. Wheels and tires readily accessible for servicing when skirts are removed. Front and rear fenders bolted on, an advantage. Undercoating recommended. *Hydramatic* drive standard equipment. Shipping weight, 3925 lb.

Plymouth P-18. $1629 f.o.b.; $1676 delivered N.Y.C. Engine: 6 cylinder, L head, 3¼ in. bore x 4⅜ in. stroke; 217.8 cu. in. displacement; 97 hp. at 3600 rpm.; taxable hp., 25.35; compression ratio, 7 to 1. Engine oil capacity, 5 qt.; cooling water, 15 qt.; gas tank, 17 gal. Gear ratio, 3.9 to 1. Battery, 15-plate, 100-amp.-hr. (adequate). Wheelbase, 118½ in.; over-all length, 192 in.; width, 71½ in.; height, 66 in. Tire size, 6.70 x 15 (overloaded at 24 lb.). Braking area, 158 sq. in.; brake factor, 40. Cable-type hand brake of a design subject to freezing. Road clearance: 8 in. at front; 7 in. at rear

Oldsmobile 76-Six (*Oldsmobile 98-Eight* is essentially the same in appearance.)



Plymouth Special Deluxe Club Coupe

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(too little; less, even, than is now customary). Seat widths: front, 56 in.; rear, 57 in. Foamed rubber cushions standard equipment. Headroom at rear inadequate for tall persons. Rear window and ventilation windows of *Herculite* (undesirable). Performance factor, 25. Reported gasoline mileage: in city driving, 17 to 19 m.p.g.; in country driving, 18 to 21 m.p.g. Vision over hood, good. Box-type frame of comparatively light construction, without diagonal bracing. Vulnerable to costly side damage. Fenders, although they appear to be unitary with the body, are bolted in position and can be replaced without cutting or welding. Accessibility of spare tire, very good. Trunk space, rather small. Wheels and tires readily accessible for servicing. Shipping weight, 3180 lb. ¶The *Plymouth P-17* has the same engine and chassis units but a 7½ in. shorter wheelbase than the *P-18*.

Pontiac Chieftain 6. $1792 f.o.b.; $1854 delivered N.Y.C. Same engine as used on *Streamliner 6;* bodies differ from *Streamliner* in height and headroom — have the preferable "notch" instead of "fast back." Height, 64½ in. Headroom of seats: front, 35 in.; rear, 36 in. For other comments, see *Pontiac Streamliner 6*.

Pontiac Chieftain 8. $1860 f.o.b.; $1922 delivered N.Y.C. Same engine as used on *Streamliner 8;* bodies differ from *Streamliner* in height and headroom, and have the preferable "notch" instead of "fast back."

B+

Buick Roadmaster 71. $2758 f.o.b.; $3088 delivered N.Y.C., including radio and heater. *Dynaflow*, standard equipment. Engine: 8 cylinder, valve-in-head, 3-7/16 in. bore x 4-5/16 in. stroke; 320.2 cu. in. displacement; 150 hp. at 3600 rpm.; taxable hp., 37.8; compression ratio, 6.90. Engine oil capacity, 7 qt.; cooling water, 16¾ qt.; gas tank, 19 gal. Gear ratio, 4.10 to 1. Battery, 17-plate, 120-amp.-hr. (adequate). Wheelbase, 125¾ in.; over-all length, 214 in. (very long); width, 78 in.; height, 63½ in. Tire size, 8.20 x 15 (adequate). Braking area, 208 sq. in.; brake factor, 42. Hand brake subject to freezing. Road clearance: 8¾ in. at front; 8 in. at rear. Seat widths: front, 64 in.; rear, 52 in. Foamed rubber cushions standard equipment. Headroom: front, 36 in.; rear, 34½ in. (too low for tall persons). Performance factor, 30. Reported gasoline mileage: in city driving, 11 to 13 m.p.g.; in country driving, 14 to 17 m.p.g. Heavy channel section "X" type frame. Vision over hood, good, but poor through rear window in inclement weather. Car is vulnerable to costly side damage. Front door posts of comparatively light construction. Accessibility of spare tire, good. Trunk space, adequate. Directional lights standard equipment. Wheels and tires are accessible for servicing when fender skirts are removed. Hood is heavy and cumbersome (see comments under *Buick Super 51*). Undercoating is recommended. Reports of trouble with *Dynaflow* in some but not all cars have been received. Purchaser should insist on thorough initial driving and testing before accepting delivery, and secure dealer's guarantee to replace complete unit if trouble develops, rather than attempt to have the complicated mechanism adjusted by any general garage or service agency. Shipping weight, 4205 lb.

Pontiac Streamliner

Buick Super 51. $2174 f.o.b.; $2482 delivered N.Y.C., including radio and heater. *Dynaflow*, $212 extra. Engine: 8 cylinder, valve-in-head, 3-3/32 in. bore x 4-1/8 in. stroke; 248.1 cu. in. displacement; 115 hp. at 3600 rpm.; taxable hp., 30.6; compression ratio, 6.6 to 1 (6.9 to 1 optional). Engine oil capacity, 5½ qt.; cooling water, 13 qt.; gas tank, 19 gal. Gear ratio, 4.45 to 1. Battery, 15-plate, 100-amp.-hr. (inadequate). Wheelbase, 121 in.; over-all length, 210 in. (very long); width, 78 in.; height, 63½ in. Tire size, 7.60 x 15 (overloaded). Braking area, 161.5 sq. in.; brake factor, 35. Hand brake subject to freezing. Road clearance: 8¾ in. at front; 8 in. at rear. Seat widths: front, 64 in.; rear, 52 in. Foamed rubber cushions standard equipment. Headroom: at front, 36 in.; at rear, 34½ in. (too low for tall persons). Performance factor, 25. Reported gasoline mileage: in city driving, 14 to 16 m.p.g.; in country driving, 16 to 18 m.p.g. Heavy channel section "X" type frame. Vision over hood, good, but poor through rear window in inclement weather. Car is vulnerable to costly side damage. Front door posts of comparatively light construction. Accessibility of spare tire, good. Trunk space, adequate. Directional lights standard equipment. Wheels and tires are accessible for servicing when fender skirts are removed. Hood is heavy and cumbersome to lift, and supporting rod, top of which even a tall person can barely reach, introduces a real hazard in case hood is not properly supported and should fall. Undercoating is recommended. Would be rated *B*— with *Dynaflow* transmission. Shipping weight, 3835 lb.

Dodge Meadowbrook. $1848 f.o.b.; $1983 delivered N.Y.C. Fluid drive standard equipment. Engine: 6 cylinder, L head, 3¼ in. bore x 4⅜ in. stroke; 230.2 cu. in. displacement; 103 hp. at 3600 rpm.; taxable hp., 25.4; compression ratio, 7.0 to 1. Engine oil capacity, 5 qt.; cooling water, 15 qt.; gas tank, 17 gal. Gear ratio, 4.1 to 1. Battery, 15-plate, 105-amp.-hr. (adequate). Wheelbase, 123½ in.; over-all length, 204 in.; width, 73 in.; height, 65½ in. Tire size, 7.10 x 15 (overloaded). Braking area, 174 sq. in.; brake factor, 42. Hand brake subject to freezing. Road clearance: 8½ in. at front; 7¼ in. at rear (less, even, than customary). Seat widths: front, 58 in.; rear, 58 in. Foamed rubber cushions in front seat only (standard equipment for both seats in *Coronet*). *Herculite* used in rear and ventilation windows (undesirable) Headroom: at front, 36½ in.; at rear, 35½ in. (too low for tall persons). Performance factor, 24.7. Reported gasoline mileage: in city driving, 16 to 18 m.p.g.; in country driving, 18 to 20 m.p.g. Box-type frame judged com-

B+ (Cont'd)

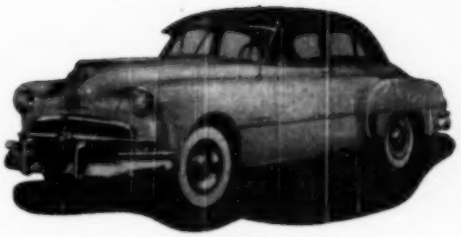
paratively weak. Vision over hood, good. Vulnerable to costly side damage. Accessibility of spare tire, very good. Trunk space, adequate. Wheels and tires readily accessible for servicing. Undercoating recommended. Shipping weight, 3420 lb.

Dodge Coronet. $1927 f.o.b.; $2062 delivered N.Y.C. A deluxe model of the *Dodge Meadowbrook*, differing only in upholstery and trim. *Gyro-Matic* automatic transmission available as an extra at approximately $96.

Oldsmobile 76-Six. $1848 f.o.b.; $2134 delivered N.Y.C. Engine: 6 cylinder, L head, 3½ in. bore x 4⅜ in. stroke; 257 cu. in. displacement; 105 hp. at 3400 rpm.; taxable hp., 29.9; compression ratio, 6.5 to 1. Engine oil capacity, 5 qt.; cooling water, 18½ qt.; gas tank, 18 gal. Gear ratio, 4.1 to 1. Battery, 15-plate, 100-amp.-hr. Wheelbase, 119½ in.; over-all length, 202 in.; width, 75¼ in.; height, 65½ in. Tire size, 7.10 x 15 (overloaded). Braking area, 160 in.; brake factor, 39. Hand brake subject to freezing. Road clearance: 8 in. at front; 9½ in. at rear (good, in comparison to other cars). Seat widths: front, 60 in.; rear, 58½ in. Foamed rubber cushions *extra*. Headroom: front, 36½ in.; rear, 35 in. (inadequate for tall persons). Performance factor, 25.6. Reported gasoline mileage: in city driving, 15 to 17 m.p.g.; in country driving, 17 to 20 m.p.g. Strong girder "X" member frame. Vision over hood, only fair. Vulnerable to costly side damage. Replacement cost of front fenders estimated at $35 to $40; rear fenders are integral with body and replacement will be expensive. Accessibility of spare tire, good. Trunk space, adequate. Wheels and tires not too difficult to reach for servicing except on models with fender skirts. Undercoating recommended. *Hydramatic* drive available at $195 extra. Shipping weight, 3355 lb.

Oldsmobile 88-Eight. $2265 f.o.b.; $2400 delivered N.Y.C. Engine: V-8 *Rocket;* 3¾ in. bore x 3-7/16 in. stroke; 303.7 cu. in. displacement; 135 hp. at 3600 rpm.; taxable hp., 45; compression ratio, 7.25. Engine oil capacity, 5 qt.; cooling water, 22½ qt.; gas tank, 18 gal. Gear ratio, 3.23 to 1 (with *Hydramatic* drive which is standard equipment). Engine has hydraulic valve lifters. Wheelbase, 119½ in.; over-all length, 202 in. Tire size, 7.60 x 15 (adequate). Performance factor, 31. Brake factor, 37. Car has new body as well as new engine. Shipping weight, 3610 lb.

Pontiac Streamliner 6. $1771 f.o.b.; $1833 delivered N.Y.C. *Hydramatic* drive available on all *Pontiac* models at $190 extra. Engine: 6 cylinder, L head, 3-9/16 in. bore x 4 in. stroke; 239.2 cu. in. displacement; 90 hp. at 3400 rpm.; taxable hp., 30.4; compression ratio, 6.5 (7.5 to 1 optional). Engine oil capacity, 5 qt.; cooling water, 18 qt.; gas tank, 17½ gal. Gear ratio, 4.10 (3.9 and 4.3 to 1 optional); 3.63 to 1 with *Hydramatic*. Battery, 15-plate, 100-amp.-hr. (adequate). Wheelbase, 120 in.; over-all length, 202½ in.; width, 74 in.; height, 63¼ in. Tire size, 7.10 x 15 (adequate). Braking area, 171 sq. in.; brake factor, 42. Cable-type hand brake shielded against freezing. Road clearance: 8¼ in. at front; 7½ in. at rear. Seat widths: front, 60 in.; rear, 58½ in. Foamed rubber cushions available as extra. Headroom: at front, 36 in.; rear, 35 in. (inadequate for tall persons). Performance factor, 22. Reported gasoline mileage: in city driving, 14 to 16 m.p.g.; in country driving, 16 to 18 m.p.g. Small "X" member box frame, comparatively light. Vision over hood, good, but poor vision through rear window in inclement weather. Vulnerable to side damage. Front fenders bolted but rear fenders integral with body, making repairs expensive. Sharp edges of clock grille considered a definite hazard to front seat passengers in the event of a collision. Accessibility of spare tire, good. Trunk space, relatively small. Wheels and tires readily accessible for servicing. Undercoating recommended. Shipping weight, 3330 lb.



Pontiac Chieftain

Pontiac Streamliner 8. $1839 f.o.b.; $1902 delivered N.Y.C. Engine: 8 cylinder, L head, 3¼ in. bore x 3¾ in. stroke; 248.9 cu. in. displacement; 104 hp. at 3800 rpm.; taxable hp., 33.8; compression ratio, 6.5 (7.5 to 1 optional). Engine oil capacity, 5 qt.; cooling water, 20½ qt.; gas tank, 17½ gal. Performance factor, 25. Reported gasoline mileage: in city driving, 14 to 15 m.p.g.; in country driving, 15 o 18 m.p.g. This car is equipped with the same body as the *Streamliner 6*. Shipping weight, 3360 lb.

B

Chevrolet Styleline. $1471 f.o.b.; $1561 delivered N.Y.C. Engine: 6 cylinder, valve-in-head, 3½ in. bore x 3¾ in. stroke; 216.5 cu. in. displacement; 90 hp. at 3300 rpm.; taxable hp., 29.4; compression ratio, 6.6 to 1. Engine oil capacity, 5 qt.; cooling water, 15 qt.; gas tank, 16 gal. Gear ratio, 4.1 to 1. Battery, 15-plate, 100-amp.-hr. (adequate). Wheelbase, 115 in.; over-all length, 197 in.; width, 74 in.; height, 63⅝ in. Tire size, 6.70 x 15 (overloaded). Braking area, 161 sq. in.; brake factor, 41. Cable-type hand brake subject to freezing. Road clearance: 7¾ in. at front; 7⅝ in. at rear (lower, even, than customary). Seat widths: front, 60 in.; rear, 58½ in. Flat instead of coil springs used in cushions. Foamed rubber cushions are a thin top layer only, *not full depth*, and are available only on deluxe model, on which they are standard equipment. Headroom: at front, 36 in.; at rear, 35 in. (too low for tall persons). Performance factor, 23. Reported gasoline mileage: in city driving, 17 to 19 m.p.g.; in country driving, 18 to 22 m.p.g. Box-type frame judged comparatively weak. Vision over hood, good. Vulnerable to costly side damage. Replacement cost of front fender estimated at $35; rear fenders, which are integral with body, would be considerably

more. Accessibility of spare tire, good. Trunk space, comparatively small. Wheels and tires accessible for servicing, but on deluxe models, rear-fender skirts must be removed. Undercoating recommended for this car. Mechanically, there are very few changes in the 1949 models. A serious objection to the new *Chevrolets* is the structurally weak windshield posts (and center posts of 4-door cars); several "in use" failures have already been reported. (It is possible this may be corrected in later production.) Deluxe models differ chiefly in upholstery and trim. Shipping weight, 3200 lb.

B–

Chevrolet Fleetline. $1471 f.o.b.; $1561 delivered N.Y.C. Except for streamlined instead of "notch-back" body, this car is the same as the *Styleline.* Poor vision through rear window and reduced headroom at rear in the "fastback" (streamlined) body make the *Fleetline* a less desirable car then the *Styleline.*

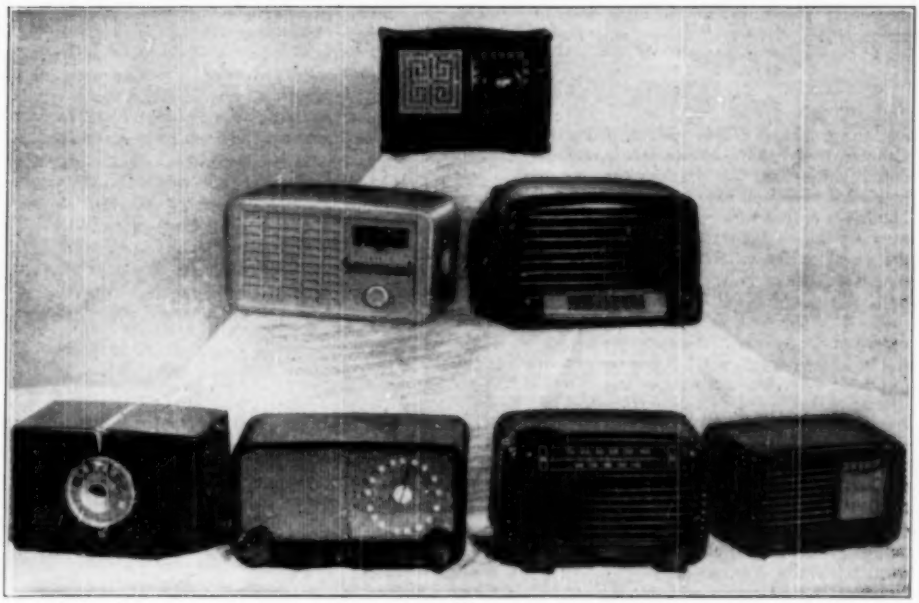
Moisture Condensation in the Bathroom

DRIPPING of water on the bathroom floor as a result of condensation on the exposed surfaces of the toilet tank or bowl is a common occurrence in many houses in the summer months during periods of high humidity. It may also occur at any time of the year when a member of the household takes a hot bath, particularly a hot shower, which fills the air with water vapor at a room temperature materially higher than that of the fixtures. This is a nuisance even on ceramic tile floors and on wooden floors is apt to create a considerable problem, for it is likely to damage the surface finish and eventually to start decay in the finished floor and the subfloor. Furthermore, the subfloors under ceramic tile, asphalt tile, or linoleum may also get wet and decay. What follows is a summary of advice received by CR on this problem from the Forest Products Laboratory of the U. S. Department of Agriculture Forest Service at Madison, Wis.

One approach to the problem would be to raise the temperature of the water entering the tank by a sufficient amount, perhaps 15 to 20 degrees, to prevent condensation. This could be accomplished by putting the tank on a separate system from the remainder of the water supply, and preheating the water (to about room temperature) either in a heater in the basement, or by coils placed outdoors or in the attic during the summer. A simple electric heater in the tank, controlled by a thermostat, would be an even better solution, but so far as CR is aware, such heaters are not available. Another solution would be for manufacturers to develop tanks and bowls of materials with good heat insulating qualities, that would not sweat. Shallow pans are on the market that can be slipped under the tank to catch the drip and have a small drain leading into the toilet bowl.

A floor of wood impregnated under pressure with one of the standard wood preservatives such as those recommended in Federal Specification TT-W-571 will have a high degree of resistance against decay. Unfortunately no surface coating material such as paint or varnish that can be applied to a floor has been found to give satisfactory protection. These coatings deteriorate rapidly with repeated wetting and do not protect the cracks between boards, as the joints open and close with the change of seasons, and permit water to seep in. Moisture also may work in under the foot of the toilet seat and start decay at that point. Linoleum does not offer adequate protection because the water inevitably gets under it.

Because pressure treated material is not always available at lumber yards, it may be necessary for the consumer to treat his own lumber. Wood treated by soaking several hours in about 5 percent pentachlorophenol in an oil solvent should give long service under the severe conditions existing where moisture is continually in contact with wood. Pentachlorophenol has a slight phenolic odor, but it is considered that it is not likely to impart a seriously objectionable odor or color to treated wood. The solvent oil used should, however, be selected with attention to its color and odor. A domestic fuel oil might serve, but the use of more volatile solvents such as mineral spirits or Stoddard Solvent (Fire and explosion hazard during application, and until the solvent evaporates!) is recommended where there would be objections to the odor of a fuel oil (which would linger for a considerable time). Five percent of an ester gum would need to be used with the mineral spirits or Stoddard Solvent in order to prevent the formation of crystals of the preservative on the surface of the treated wood, and sufficient time would need to be allowed before the installation of the treated lumber to permit evaporation of the solvent. The blending of solutions containing pentachlorophenol is not a simple task. For this reason, it is recommended that consumers purchase the small amount that would usually be needed from suppliers who manufacture ready-to-use and concentrated solutions containing a "bloom-preventive." The supplier should be informed regarding the intended use of the solution, as there are several different mixtures containing the preservative, that are used for different purposes.



First row, left to right — *RCA Victor*, Model 8X541; *Zenith*, Model 5D810Y; *Philco Transitone*, Model 49-504; *Philco Transitone*, Model 49-500.

Second row, left to right — *Airline*, Model 84BR-1518A; *General Electric*, Model 107.

Top row — *Westinghouse*, Model H-188.

Seven Table-Model Radios

THE demand for all sorts of radio receivers has dropped sharply in the past two years; recently even the small table-model radios have proved hard to sell, and prices have had to be cut rather sharply to move them, in the past two or three months. Indeed, demand for radio receivers of any type, either AM or FM, has decreased to such an extent lately that several of the large radio manufacturers are fast becoming dependent upon sales of television receivers for their main source of income, and price cuts up to 50 percent have in a few cases been made in some of the "exclusive" high-priced AM-FM-phonograph console models. There are, however, still several sections in the United States in which AM broadcasting will likely continue to be the principal source of entertainment for several years, and demand for sets of this type, even though greatly decreased as compared with past years, will doubtless continue a long time.

The receivers reported in the listings were generally quite similar in tone quality, and in sensitivity and selectivity. It should be remembered that *all* small radio receivers have extremely limited tonal qualities, a fault determined by the small size of the cabinet and speaker used (often, too, by poor circuit design). The group, as a whole, was considered better made than other sets of this kind tested in the past two years. The "rat's nest" of parts, which has been common in some makes of small sets, was no longer in evidence; the change indicated better designing on the part of the manufacturers and should result in decreased service charges to the owner.

All of the sets listed were for operation on a.c. or d.c. Because of the excessive leakage current present in each case, none of the receivers is considered safe for use in a kitchen or bathroom or where it might be touched by small children, and for those conditions of use, all would be rated *C. Not Recommended*. Sensitivity was considered good in all cases. All were tuned by turning a knob; the *Airline*, in addition, had provision for push-button tuning. All sets were listed by the Underwriters' Laboratories. Because of the shock hazard present, none is rated higher than *B. Intermediate*.

Number of tubes named in each case includes a rectifier tube. Prices are shown in rounded figures, e.g., $25 instead of $24.95. Ratings are cr49.

B. Intermediate

RCA Victor, Model 8X541 (Radio Corp. of America, Camden, N. J.) $20. Brown plastic cabinet. 5 tubes. Permeability-tuned i.f. transformers — good. Approximate acoustical range, 140 to 3400 cycles — fair. Maximum output with 5% distortion at 400 cycles, 0.6 watt — fair. Considered to be not quite the equal of the *Zenith* or *General Electric* sets. Shock hazard present, as leakage current (3 ma.) was excessive. **1**

General Electric, Model 107 (General Electric Co., Syracuse) $25. Brown plastic cabinet. 5 tubes. Set was very well constructed. Approximate acoustical range, 160 to 3400 cycles — fair. Power output with 5% distortion at 400 cycles, 0.9 watt — fair. Output held up well at higher levels. Considered one of two best receivers in group. Shock hazard present (leakage current 1.5 ma.). **2**

Zenith, Model 5D810Y (Zenith Radio Corp., Chicago) $23. Black plastic cabinet. 5 tubes. Permeability-tuned i.f. transformers — good. Approximate acoustical range, 140 to 3100 cycles — fair to poor. Maximum output (volume) with 5% distortion at 400 cycles, 0.7 watt — fair. Set was well made, with a minimum number of parts, and gave good over-all performance. Considered, with *GE*, Model 107, best of group. Shock hazard present, as leakage current (2 ma.) was excessive. **2**

* * *

The following four receivers, while rated *B. Intermediate*, were not considered equal in over-all quality to the preceding three receivers.

Philco Transitone, Model 49-500 (Philco Products Co., Inc., Philadelphia) $20. Brown plastic cabinet. 5 tubes. Approximate acoustical response, 150 to 3500 cycles — fair. Maximum output with 5% distortion at 400 cycles, 0.5 watt — fair. Spurious responses were present at several places in tuning range and might be troublesome in some locations. Considered equal in performance to higher-priced *Philco 49-504*. Shock hazard, as leakage current (3.3 ma.) was excessive. **1**

Airline, Model 84BR-1518A (Montgomery Ward & Co., Chicago, Cat. No. 62—1518M) $27. Ivory plastic cabinet. 6 tubes. Had tuned radio frequency stage. Approximate acoustical range, 160 (fair) to 4000 cycles (fair). Maximum output with 5% distortion at 400 cycles, 0.4 watt — low. Simple push-button tuning, which was of a design easily adjusted from front of cabinet. (As purchased, set had very low audio output. A check of the circuit against the circuit diagram revealed an error in wiring, which was corrected.) Shock hazard present, leakage current (6.0 ma.) was exceptionally high. **2**

Philco Transitone, Model 49-504 (Philco Products Co., Inc., Philadelphia) $28. Brown plastic cabinet. 5 tubes. Approximate acoustical range, 150 to 3800 cycles — fair. Maximum output with 5% distortion at 400 cycles, 0.5 watt — fair. Spurious responses were present at several places in tuning range and might be troublesome in some locations. Not considered superior to the lower-priced *Philco 49-500*. Shock hazard present; leakage current (7.0 ma.) highest in the group. **2**

Westinghouse, Model H-188 (Westinghouse Electric Corp., Sunbury, Conn.) $25. Black plastic cabinet. 5 tubes. Approximate acoustical response, 140 to 3800 cycles — fair. Maximum output with 5% distortion at 400 cycles, 0.8 watt — fair. Spurious responses were present at several places in tuning range and might be troublesome in some locations. Image frequency interference, a type of spurious response, excessive. Shock hazard present (leakage current 1.5 ma.). **2**

Renuzit Spot and Stain Remover

Renuzit Spot and Stain Remover is advertised to remove most oil and water-soluble spots and stains and especially lipstick, fruit stains, grease, chocolate, gravy, oil, paint, ice cream, blood, and chewing gum. In trials, it proved effective in removing meat grease and a graphite-and-oil mixture, from both cotton and acetate white rayon fabrics and wool fabric, without leaving a "ring." It did not remove spots of lipstick, chocolate, gravy, ice cream, and blood entirely from any of the fabrics, although it did improve the appearance of all of them. Chewing gum and fresh paint were removed from all fabrics, but a mark was left on the rayon from the gum, and on the wool and rayon from the paint. Lemon juice did not stain the colored wool fabric appreciably, and appeared to be completely removed by *Renuzit*, but on the white cotton and the white rayon fabrics, the stain was noticeable and was only partly removed by cleaning. *Renuzit Remover* was also used to remove a grease stain from a blue woolen dress. The stain was removed without harming the color, and without leaving a ring. This, of course, cannot be used as an indication that all dyes would not be harmed, since it would depend to some extent on the particular dyestuff used on the fabric. There is some risk in using the cleaner on colored material unless it is tried on some inside seam or hem first.

In short, *Renuzit Spot and Stain Remover* was effective in removing grease spots and other spots of the kinds for which a solvent or spot remover is usually recommended. It scarcely justified its labeling suggesting its suitability for all "hard to remove" spots, for in some cases hard-to-remove spots were not successfully removed by *Renuzit Spot and Stain Remover*.

As the product was marked combustible (and was found to be so) it would be safest to use it out of doors.

A Preliminary Report on Outboard Motors

WHILE it has not yet been possible to complete the 1949 test program on outboard motors, we are presenting here the information that has just become available because of the value it may have to persons who are contemplating immediate purchase of an outboard motor for vacation or other use during the present summer.

No doubt most persons buying an outboard motor purchase it for some specific use. If the motor is to be used principally for pleasure boating, a motor capable of maximum speed will be desired; if it is to be used principally for fishing, a steady, dependable performance combined with good slow-speed operation for trolling purposes is one of the main considerations. There are doubtless a good many users who would like to buy an outboard motor which combines both of the foregoing features. In view of CR's belief that fulfillment of both functions will be a valuable feature for many consumers, motors which are capable of both high speed *and* satisfactory trolling will be considered worthy of higher ratings than motors which perform well either at high speed or in trolling.

It is important that any enthusiast remember there are many kinds of light, medium, and heavy boats within the range of lengths specified as proper for use with a motor by the manufacturer, and these factors in combination with the shape and design of the hull are of major importance in determining the actual miles-per-hour performance for any given motor. If the motor, therefore, is wrongly applied, it may well be that it will give poor performance, and results that have nothing to do with the motor's own quality and performance in general.

The over-all weight of the unit is important to most users, and the difference between a motor weighing 45 pounds and one weighing 60 pounds at the end of a long carry of several hundred yards over land, can mean a good deal. The motors which were noticeably light in weight were the *Martin*, *Champion*, and *Mercury*.

Easy carrying could be greatly facilitated by proper location of the handle in relation to the center of gravity. If the handles were correctly placed, the motor could be easily carried in a normal position, and the other hand would be free to carry other material, such as fishing tackle. The rear steering handle of the *Mercury* motor was considered handy in this respect. In all instances, however, the handles were cross-wise to the unit and, for this reason, gave little opportunity for control by the hand over the tendency of the motor to tip propeller end up.

Most outboard motors, as now manufactured, are two-cycle motors, in which the explosive charge of gasoline vapors is fired once for every revolution of the crankshaft. Motors of this kind are lubricated generally by oil mixed with the gasoline before the tank is filled. Because of this, these motors have a greater tendency than ordinary gasoline motors to foul the cylinder with burned-oil residues.

The position of the spark-plug points is of major importance as practically all of the outboard motors have horizontally-mounted cylinders. Users should remember that the long bent point of the plug should be so located that when the plug is tightened all partly burned gas or gum drains away from the gap, not toward it. This simply requires marking the low point on the hexagon wrench-section of the plug so that when the plug is tightened into the cylinder head the proper position will be attained to assure drainage away from the gap. Spark plug gaskets and spark plug gasket seats play an important role in good motor operation, for the small amount of gasoline burned per stroke means that even a small leak can have a large effect in producing loss of power and sluggishness in operation. It is a good idea to keep extra gaskets on hand at all times and to make sure that the gasket seats are smooth, flat, and free from burr marks or nicks that would be liable to cause trouble or leakage.

Users of outboard motors should carefully follow the manufacturer's directions regarding the proper mixture of oil and gasoline, and the oil and gasoline should be well mixed before they are poured into the tank. Care should be taken to use only *clean* fuel, for a little dirt may cost many hours of unpleasant work in getting minute particles of dirt out of carburetor needle valve, strainers, and fuel lines. As with buying many other complex mechanical units, it is important that the purchaser should make sure that the dealer from whom he obtains his outboard motor has the necessary mechanical knowledge and skill to service it correctly.

Several of the manufacturers of the motors in

the test recommend that dealers ask purchasers to return their motor for service after a short initial period of operation so that the dealer can ascertain whether the motor is functioning correctly and can make any necessary adjustments to this end.

Horsepower ratings of all motors with the exception of the *Martin 40* and the *Mercury KF-5* had been certified by the Outboard Boating Club of America (the horsepower ratings of the *Martin* and *Mercury* motors had been certified by private laboratories). The main frame of each of the individual motors was considered to be strong and of neat appearance. The throttle controls had a good linkage and gave ready response except as noted. All but one of the motors were provided with carrying handles.

Tentative Ratings

A. Recommended

Evinrude Zephyr (Evinrude Motors, Milwaukee) $186. A 2-cycle 4-cylinder motor rated at 5.4 hp. at 4000 rpm. Bore, 1.5 in.; stroke, 1.39 in. Piston displacement, 9.7 cu. in. Gas tank capacity, 7 pt. Tilt mechanism of fixed-pin kind and considered good. Form of rubber mounting. Mounting clamp handles of swivel-hinge kind, comfortable, gave good leverage. Means for locking motor to boat or storage rack, provided. Shrouds easily removed and gave easy access to motor. Throttle control mounted on steering handle. Gas and spark control tied together in low and medium range; semi-independent in higher ranges. Primer and choke manually operated — easy to flood. Open water trials so far completed indicated a fast motor with very little vibration.

Johnson Sea-Horse, Model TD (Johnson Motors, Waukegan, Ill.) $173.50. A 2-cylinder motor rated 5 hp. at 4000 rpm. Bore, 1.94 in.; stroke, 1.5 in. Piston displacement, 8.84 cu. in. Gas tank capacity, 7 pt. 360° steering. Tilt mechanism utilized fixed pin and is considered good. Mounting clamp handles of swivel-hinge kind, gave good leverage; comfortable to the hand. Holes provided for locking the motor to a boat or storage rack. Shroud is split in front, and access to motor is considered excellent. Gas and spark controls operate together. This motor gave indications of being a fast motor and good for all-around service. Vibration slight. The controls were considered to be excellent.

Martin, Model 40 (Martin Motors, Division of National Pressure Cooker Co., Eau Claire, Wis.) $154. A 2-cylinder motor rated 4.5 hp. at 4300 rpm. Bore, 1.56 in.; stroke, 1.5 in. Piston displacement, 5.76 cu. in. Gas tank capacity, 6-1/3 pt. 360° steering. Tilt mechanism of the screw type, considered excellent. Utilizes form of rubber block mounting. Mounting clamp handles gave fair leverage and were fairly comfortable to the hand. Shrouds are at front and back with 6 screws providing fairly easy access. Fair access to spark plugs was provided. Gas filling cap is of a special hinge type; considered convenient and an excellent design. Gas and spark control operate together. Choke is manually actuated. The light weight of this motor was considered a definite advantage. Tests so far concluded indicate that it will be a good motor for trolling. All around, controls were also considered excellent. Very slight vibration.

Mercury, Model KF-5 Super 5 (The Kiekhaefer Corp., Cedarburg, Wis.) $183. A 2-cylinder motor rated 5 hp. at 4200 rpm. Bore, 1.75 in.; stroke, 1.5 in. Piston displacement, 7.2 cu. in. Gas tank capacity, 10 pt. 360° steering. Has extra steering handle at the back. Tilt mechanism of the fixed-pin type, considered good. Uses a form of rubber floating mounting. Mounting clamp handles gave fair leverage. The rear steering handle offered a near approach to a good practical solution of the carrying handle problem. One-piece shroud. Access to spark plugs easy, but access to other parts of the motor considered relatively difficult. Gas and spark controls operate together. Choke is manually actuated. Appeared to be a fast motor and tentatively was considered a good motor for all-around purposes. Very little vibration.

Scott-Atwater, Model 1-16 (Scott-Atwater Mfg. Co., Minneapolis) $179.50. A 2-cylinder motor rated 5 hp. at 4200 rpm. Bore, 1.69 in.; stroke, 1.67 in. Piston displacement, 7.48 cu. in. Gas tank capacity, 8 pt. Tilt mechanism of fixed-pin type. Utilizes form of rubber mounting. Sliding-pin clamp handles gave good leverage but were uncomfortable to the hand. Shrouds at back provide access for spark plugs only. Access to remainder of motor was considered difficult. Steering handle was comfortable. Gas tank is of a design which overflows with practically no warning when filling, even with the best of care. Gas and spark controls operate together. Choke has manual push and automatic return. The shift mechanism incorporated in this motor, if it works satisfactorily in practice, will be a real step forward; it is a definite aid in the operation of the boat in narrow channels, docking, and river operation. The *Scott-Atwater 1-16* appeared to be a good trolling motor. Vibration was very slight. Motor control considered complicated; might require undue amount of attention to maintain in top operating condition.

B. Intermediate

Champion Standard Single, Model 1-K (Champion Motors Co., Minneapolis) $134.70. A 1-cylinder motor rated 4.2 hp. at 4300 rpm. Bore, 2.1 in.; stroke, 1.75 in. Piston displacement, 5.84 cu. in. Gas tank capacity, 10 pt. Tilt mechanism of the removable pin type. Mounting clamp handles gave good leverage; they were not comfortable to the hand. Shrouds at sides, and short. A separate shroud at the end gave easy access to the spark plugs. Gas and spark controls operate together. Choke is turned manually and returns automatically upon release. This motor gave indications of performing well in trolling. Light in weight; had noticeable vibration.

Elgin (Sears-Roebuck's Cat. No. 6—5872) $133, plus postage. A 2-cylinder motor rated 6 hp. at 4000 rpm. Bore, 2 in.; stroke, 1.7 in. Piston displacement, 10.6 cu. in. Gas tank capacity, 11 pt. 360° steering. Form of rubber mounting. Mounting clamp handles were not comfortable to the hands; they are of the thin flat type like a clock key; leverage was fair. Provision is made for locking motor to boat or storage rack. Carrying handle (the steering handle) was poor. Shrouds are at

sides and come off with removal of 4 screws. Spark plugs were not considered well shielded on underside. Starter considered good; it is of semi-automatic type; a button on top of motor must be held down to engage the starter with the motor while starter rope is being pulled with the other hand. Throttle did not have good linkage. Gas tank is of a design which overflows with practically no warning when filling, even with best of care. Gas and spark controls operate together. Choke is manually actuated. The high speed mixture control was not considered fine enough; the result was a definite lack of sensitivity. Very slight vibration.

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Tentatively rated B. Intermediate, but on present information considered less satisfactory than the two motors preceding.

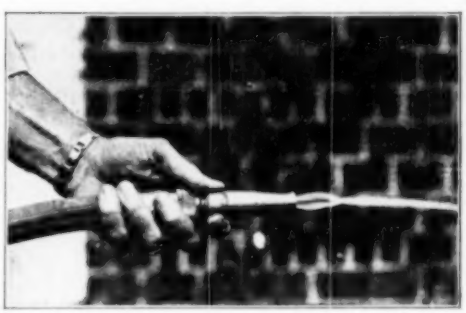
Neptune, Model AA4 (Muncie Gear Works, Inc., Muncie, Ind.) $138. A 2-cylinder motor rated 5 hp. at 4500 rpm. Bore, 1.75 in.; stroke, 1.5 in. Piston displacement, 7.2 cu. in. Gas tank capacity, 5.3 pt. 360° steering. Tilt mechanism was considered of poor design. Mounting clamp handles had good leverage but were not comfortable to the hand. Shrouds were at front and rear. Access to spark plugs, good. Access to remainder of motor, fair. Spark plugs were not considered well shielded on underside. Throttle gave no noticeable response after advancing beyond 2/3 open position, but spark continued to advance to full throttle position; linkage was not loose. Gas filling cap and throat to gas tank were considered of poor design. Gas and spark controls are tied together. Manual choke. Excess vibration in use caused a shift of control settings at high speeds.

Sea King, Model 5-HP (Montgomery Ward's Cat. No. 60—9014) $126.50, plus postage. A 2-cylinder motor rated 5 hp. at 4000 rpm. Bore, 1.94 in.; stroke, 1.5 in. Piston displacement, 8.84 cu. in. Gas tank capacity, 6 pt. 360° steering. Tilt mechanism of removable-pin type, considered fair. Mounting clamp handles gave good leverage, but were not comfortable to the hand. Shrouds were at sides and easily removed; they gave free access to motor, considered excellent. Steering handle is comfortable. Tank had good throat but shape of tank was such that it was difficult to prevent overflowing in filling. Gas and spark operate together. Extreme sensitivity on mixture controls made it difficult to set for best speed performance. Vibration, slight.

Hose Nozzle of Unusual Design

THE HOME OWNER who spends considerable time watering his lawn or flower beds or possibly washing his car has often wished for a good hose nozzle which could be held and adjusted with one hand and would not leak all over everything, including the user's shoes, when shut off partly or completely for a time.

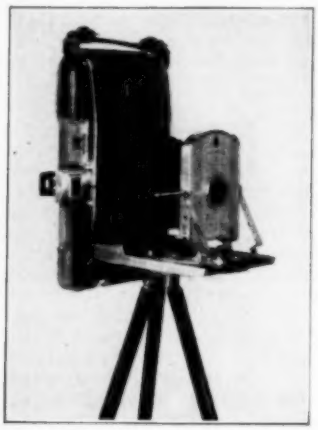
Test results indicated that the *Craftsman Non-Twist* hose nozzle met these specifications. It is of the usual home-use size, made of brass with an internal spray adjustment which provided regulation from a fine spray to a thin, solid stream by turning a knob at the side of the nozzle. This could be done readily by the thumb of the hand in which the nozzle was held. When the flow was shut off by the knob, water did not leak from the nozzle even with water pressures up to 100 pounds (as it often does with the usual screw type of nozzle adjustment). No life tests were made of the internal mechanism, but examination indicated that it should stand up well in normal use.



A. Recommended

Craftsman Non-Twist Hose Nozzle (Sears-Roebuck's Cat. No. 9—6955) $1.39, plus postage. A solid brass nozzle with knob adjustment for size of stream. For standard coupling thread. Well made. **2**

The Polaroid Land Camera



Polaroid Land Camera

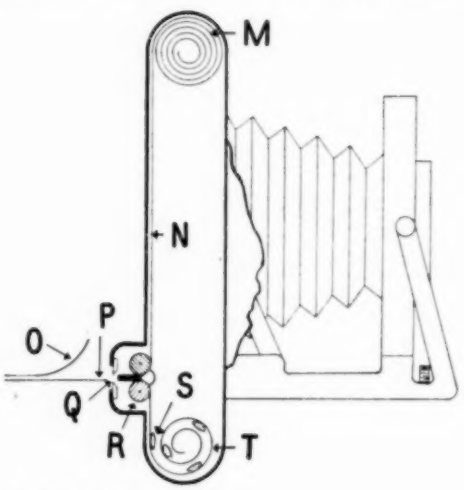
THIS radically different camera, which makes finished pictures in one minute and is now widely advertised and selling rapidly in several large cities, has created considerable interest, chiefly among "snapshooters," to whom there is a distinct appeal in being able to obtain a finished picture almost at once, without having to process a film and make prints or wait for a photofinisher to do it. While the *Land* technique is an improvement over the old-fashioned tintype cameras seen on the midways of country fairs, particularly because the pictures are not reversed right and left, this camera and its unique process is not likely to take the place of the standard camera, with its necessarily delayed developing and printing process. The *Land* camera provides only one print and no usable negative. (If copies are required, they can be made by the manufacturer of the camera at two for 25 cents, but such copies examined by CR were judged somewhat inferior to the originals.) This system gives no opportunity for the photographer to use the skill and knowledge that are necessary to produce truly fine photographs and enlargements.

The camera will have a limited field of usefulness, chiefly for the press-the-button-snapshooter who is not a critical judge of photographs, and for some business offices and industries where it may be of great practical importance to have a finished photograph promptly available, even at some cost in quality, and inconvenience in obtaining of duplicate prints that may be needed. Real estate firms, insurance companies, costume and stage set designers, state and city police officials and others might find the *Land* camera very useful indeed. Some advertising firms, professional photographers, and advanced amateurs may also find this camera a desirable addition to their equipment for checking composition and layout before final photographs are made by the conventional methods.

The camera uses a paper-base roll of negative material on which the exposures are made, and a roll of specially treated but not light-sensitive paper for the prints. The paper carries, at regular intervals corresponding to the length of the picture, capsules or "pods" of the reagents required to perform the chemical operations, which are the equivalent of those performed in the darkroom in making negatives and prints by ordinary methods. After exposure, the negative material and the positive material are passed between two rollers which break the "pod" to release and spread the reagents, and to roll the two surfaces into contact with each other. After one minute the camera back is opened and the finished print is peeled from the negative. The chemicals used include hydrochinon, hypo, and a viscous material.

Tests made on the *Land* camera indicate that several serious defects are present.

1. The roll of paper plus the chemical developing "pods" are so bulky that they have tended to



S - *Pod containing chemicals.*
R - *Rolls to press negative film and positive image sheet together.*
N - *Exposure area of film.*
Q - *Knife blades to cut off emerging negative and print.*
O - *Negative.*
P - *Sheet carrying positive image.*
M - *Roll of sensitive paper to receive negative image.*
T - *Roll of paper to receive positive image.*

jam the camera in some instances, with the result that some of the exposures were lost.

2. It is difficult, except by using the point of a knife blade, to lift the end of the print so that it can be peeled back evenly without tearing.

3. Prints sometimes stick in spots to the negative, and, if they do, leave white spots when they are pulled away at the end of the development process.

4. Considerable fuzz from the paper roll gets inside the camera in use; white spots on the print are the result.

5. Shadow detail is poor; print quality is judged to be only fair; and prints, which are brown, not black and white, tend to have a somewhat mottled appearance.

6. Because the print comes out damp and therefore sticky, any dust in the vicinity sticks to it; this could be a bad feature at the beach, on a city street, or at an outing when there is any breeze.

B. Intermediate

Polaroid Land Camera, Model 95 (Polaroid Corp., Cambridge 39, Mass.) $89.75; case, $14.95. Special exposure meter (*GE* make), $15.75; case for meter, $1.50. Camera uses special film manufactured by Polaroid, $1.75 per roll of 8 exposures, each about 3¼ x 4¼ in. Equipped with 3-element coated anastigmat lens, maximum aperture f:11. Two shutter settings, "Instantaneous" and "Bulb." There are 8 combinations of diaphragm size and shutter speed, controlled by a single disk that changes the stop and speed simultaneously; numbers from 1 to 8 appear in a small window. The combinations are stated to be: No. 1, 1/8 second; No. 2, 1/15 sec.; No. 3, 1/30 sec.; No. 4, 1/60 sec.; all at f:11. No. 5 to 8 are all 1/60 sec., but the stops are No. 5, f:16; No. 6, f:22; No. 7, f:32; No. 8, f:45. The *GE* exposure meter available specifically for this camera indicates the speed-stop combination numbers 1 to 8 directly. Shutter is synchronized for flash. Focusing is by scale, from 3½ ft. to infinity. As noted in the text, this camera is likely to be satisfactory for some users; it has a limited range of usefulness, but a number of defects now present call for correction by the manufacturer. Picture quality regarded as only fair, compared with prints of standard type from negatives of same size taken by a first-rate camera. As to cost of operation, if only one print is to be made for each exposure, there is no important difference in cost between using the *Land* camera or a conventional camera and having the films processed and printed at customary photofinishers' rates. **3**

Free-Running Salt Shakers

IN the last few years several manufacturers have offered salt shakers made on a new principle, designed to prevent clogging by the salt in damp weather. These are available in various department stores and house furnishing stores. Two such salt and pepper sets recently tested by CR are called, respectively, *Blue Magic* and *Sta-Dry*. Each salt shaker was equipped with a hollow cap in which was contained a small quantity of a substance believed to be silica gel, a specially prepared form of silicon dioxide. This chemical, much used during the war as a drying agent in the packing of delicate parts or materials as a means of protecting them from moisture at sea and in jungle areas, has a high affinity for water. In the cap of the salt shaker it performs its function by absorbing moisture that would otherwise be taken up by the salt; this action tends to keep the salt free-running. Both of the salt shakers tested performed satisfactorily but, as would be expected, it was necessary after a time to bake the caps containing the drying agent for a short period in a moderate oven to renew the absorbent properties of the substance. CR's experience, however, indicates that, with proper use, this would need to be done only at rather infrequent intervals.

The substance indicating by color change the exhaustion of the effect of the drying agent is likely to be cobalt chloride, whence none of the granules of the drying agent should be permitted to enter the salt.

A. Recommended

Blue Magic (Luce Mfg. Co., New Canaan, Conn.) $2.50 per set of two, one for salt, one for pepper, and a small glass funnel. Used ground-glass joint for fitting cap to salt shaker, considered an advantageous type of construction. The design provided visual means for indicating by a color change of the drying agent when baking was necessary. **3**

B. Intermediate

Sta-Dry (Sta-Dry Container Corp., Girard Trust Co. Bldg., Philadelphia 2) $2 per set of two salt shakers. The absorbing chemical was fine grained and not securely retained in the cap, and small amounts would possibly become mixed with the salt itself and lost, an undesirable feature. Since no analysis was made of the absorbing chemical used, CR cannot comment on the possible toxic effect that might be encountered under this condition through contamination of the salt in the shaker by the drying agent, or impurities that it might contain. **3**

OBSOLESCENCE OF TELEVISION RECEIVERS

A QUESTION foremost in the mind of the prospective television receiver customer is "If I buy a television receiver now, will it quickly become obsolete?" The general answer, as nearly as can be predicted, is that receivers marketed now will continue to be usable for a considerable time. Improvements in design are of course to be expected. Simpler tuning systems and improvements in quality of reproduction of voice and music will undoubtedly be made available to consumers.

Controls Often Involve Needless Complexity

Many of the television receivers offered thus far are apparently in the same stage of development as radios were before the one-control tuning dial appeared. On some of the sets, pictures are obtainable only by a complex process that is not easy to explain or to learn. So many controls are required that, with certain models, it may be several weeks before the poor dial-dizzy consumer learns to tune for proper picture reception, and in many cases, he never does learn how to obtain optimum picture quality. The capabilities of good picture and good sound reception may be present, but so much technical ability is required to bring out a picture through the maze of controls, that wrong adjustments are to be expected as a matter of course.

Most of the television receiver designs that are available at present fall into approximately three classifications. The most prevalent is the RCA design which is used by RCA patent licensees, with some exceptions. Other designs are the ones developed by Philco and Dumont. The Dumont design has been used also by Stromberg-Carlson and Crosley.

The Philco design is commendable from the tuning standpoint. A snap-switch station selector is provided with an automatic tuning system which automatically brings the sound channel to the proper tuning point. This automatic tuning of the sound is desirable on a television receiver, since manual tuning is confusing because of the possibility of the signal coming in, in some fashion, at three points on the dial. In addition, Philco has limited the range of the controls on the front panel so that it is difficult for the lay user to misadjust the tuning and thereby be unable to get a picture.

The Dumont design uses a continuous tuning dial with a "tuning eye" indicator (electron-ray indicator tube) which is supposed to indicate the proper tuning point. However, a considerable period of instruction is required to teach the average housewife, or man of the house, unless mechanically inclined, the meaning of the indications of the tuning eye. The receiver may be detuned to give what appears to be a proper tuning-eye indication, yet, while sound is produced, the receiver is not correctly tuned for the best reception of voice or music. The Dumont receiver employs stable enough circuits, however, that many of the controls are placed at the rear, and the front panel looks less like the cockpit controls of a B-29 than it does with some makes of receivers.

The RCA design has too many controls, which are too complex for the average user, on the front of the receiver. The station selector is a snap-switch with a vernier. The channel is selected by turning the switch, but sound must be tuned on a vernier control dial. In this arrangement, the difficult tuning that is common with FM reception is manifest. The three-spot tuning already referred to, with its two possible points where the FM system is "in tune" but with sound distorted, presents a very confusing situation to the layman. Even an engineer or technician may often find difficulty in finding the proper tuning point. The RCA design places the synchronization controls, too, on the front panel. When these are out of adjustment, the picture is highly distorted and can be brought back only by the proper interrelated manipulation of the two separate controls.

The New Intercarrier Circuit Simplifies the User's Problem

Another type of design which appears to have simplifications is the new inter-carrier circuit. By the use of this circuit, the total number of tubes is materially reduced, and the three-spot tuning of the FM system (sound) is eliminated. Some receivers, such as the *Sentinel*, Model 400 TV Portable, have appeared with a channel selector that does not have the usual vernier dial. Channel selection is thereby reduced to the mere snap of a switch. However, other designs are appearing which use the inter-carrier circuit, but which are confusing to tune because maximum sound volume does not occur at the point where the picture is tuned best. GE's *Model 809* is an example of this latter type.

Poor Sound Quality Characteristic of Nearly All TV Sets

Another disturbing feature of the table-model receivers is their very poor sound quality. The high fidelity available from the FM broadcasting is extremely curtailed by the use of small loud-speakers,

poorly mounted, and by the choice of a type of audio amplifier output tube called a single-ended power pentode, that gives a high degree of distortion. Add this high distortion inherent in the FM sound section of the set, and poor frequency response due to other causes that arise from the poor design of the FM section, to that introduced by maladjustment of the tuning dial, and an exceedingly unsatisfactory quality of sound output is obtained.

"FM and Television Attachments"

Prior to the upswing of television, people who purchased various types of console and table-model AM radios were induced by a sales claim which stated that certain makes of radio receivers were adapted for "FM and television attachment." This sales point, which was nothing but a connection device costing perhaps 5 cents, was so emphasized that many people were led to believe that, when television arrived, their radio would be able to receive it. Now that television has arrived, the possible use of a TV sound tuner and detector, which was supposed to be connected to the amplifier and loud-speaker of the AM radio, through the "television attachment," appear to have been quite forgotten. A television unit could easily be manufactured that would utilize the relatively good audio and loud-speaker system of one of the better AM radios; it would give performance far superior to that afforded by the poor audio and loud-speaker systems presently being offered on commerical television receivers. The advantage of being able to buy an incomplete television receiver (without audio amplifying section) would be especially great in cases where the consumer already owns a *good* console radio or equivalent reproducing equipment of fairly good sound quality.

"Consolette" and Other Receivers

The "consolette" and combination types of television receivers have sufficient cabinet available for a proper speaker enclosure and usually do employ somewhat larger speakers; their sound systems, however, are not of good quality, but are of a grade comparable to that supplied in table-model and other low-priced radio receivers. In general, a consolette is the style to be advised where the choice is between that and a table model since, with the table set, a table must be procured anyway, and if this added money is applied to the consolette feature, the additional advantage of the somewhat improved sound quality of the consolette will be obtained.

Circular and Other Specially Shaped Screens

Recently the manufacturers of *Zenith* television receivers have offered a circular screen utilizing the full face of the circular tube instead of masking off the portions which would be unused when the controls are adjusted for the rectangular picture. If this circular screen is used, and the rectangular picture transmitted by the television station is adjusted to fill out the circular screen, either a large portion of the action will be lost at the sides, or the picture will be distorted by an excessive elongation of the vertical dimension. The over-all result is to make a fat person seem slim and to make a slim person still slimmer. The effect is similar to the effect obtained when viewing a movie from one of the extreme side seats near the screen. The user may not object to this distortion at first, but will find it unsatisfactory as time goes on. It appears that the zeal for obtaining additional picture area with a given size of picture tube is not warranted, in view of the loss of part of the picture, or distortion, that is thereby incurred.

The ratio between the horizontal and vertical dimensions of the television picture is called the "aspect ratio." The Federal Communications Commission has chosen an aspect ratio of "4 units horizontally to 3 units vertically," after a long period of study by the industry. This ratio is the same as that used in ordinary motion picture projection. When a picture with such an aspect ratio is made to fill the area of a circular screen, like a rectangular peg in a round hole, the result is distortion of the image, of course.

A compromise with respect to screen size is masking of the top and bottom portions of the screen, but leaving the sides to conform with the circular outline of the face of the picture tube. Such a mask on a 10-inch tube results in 57 square inches of image instead of the normal 52 square inches, but also gives a *loss* of 4 percent of the "picture information." This loss, however, occurs in an area where very little action normally occurs, and hence may not be of any particular importance.

In general, the consumer is advised to buy a television receiver on the basis of *picture tube diameter* instead of *square inches of area*. In other words, determine whether the tube is a 10 inch, 12 inch, etc., and disregard claims of advertisers and salesmen regarding *picture area*. For a given tube diameter, differences in picture area are determined only by the size of the hole cut in the mask provided at the face of the picture tube.

Garod's Special Magnifying System

Some receivers are appearing with a push button to adjust a circuit connected to the picture tube to produce extra magnification of the center portion of the picture. This device has a degree of novelty which soon wears off when the user becomes cognizant of the amount of action lost when the outer portions of the picture are eliminated by use of the device — which cannot give something

for nothing. Its effect is merely to throw away the outer portion of the picture and enlarge the center portion. When this is done, it is equivalent to assuming that the cameraman has made an unwise choice in setting his cameras for a wide-angle view instead of a close-up.

Today's Receivers and the New Ultra-High-Frequency Channels

Recently the Zenith Manufacturing Co. placed full-page advertisements in the papers stating that expected changes in wave length would not render *Zenith* receivers obsolete, and implying that some other receivers would be made obsolete. This advertising created a storm of protest in the television industry since manufacturers correctly contended that Zenith knew no more about the coming ultra-high-frequency channels than any other manufacturer and that the existing receivers, which could at present receive only the existing channels, could be adapted to the ultra-high-frequency channels, when the time came to do this, as readily as the *Zenith* receivers. Furthermore, at the present stage, no manufacturer has a monopoly on the information required to design a proper receiver for the ultra-high-frequency channels in the 475 to 890 megacycle region. These channels have not yet been assigned by the Federal Communications Commission, and the Chairman of the Federal Communications Commission has specifically stated that the present channels will continue to be available so that receivers as now made will always be able to receive the television transmitted on the present channels.

Many new problems are to be faced in connection with the opening of ultra-high-frequency television channels. The answers to these problems are not at hand at the present time and will not be until a good deal of engineering and practical experience with these channels has been obtained. Hence, no person is in a position reliably to predict obsolescence for any one type of receiver any more than another. It seems more likely that attempts to make present receivers cover the ultra-high-frequency channels will be rather wild guesses at solutions, which will increase the cost of the sets, but may give very poor results in dealing with a rather difficult problem.

It is quite likely that it will be two or three years before a stabilized situation is realized with respect to the new ultra-high-frequency channels. Hence, the purchaser of a television receiver at the present time should have at least two or three years, we believe, before the question of dealing with the problem of obsolescence will become one calling for action or involving loss on his part.

Rapid Obsolescence is Characteristic of All Complex New Developments

It is difficult to arrive at a sound judgment on the matter of obsolescence in the television field It goes without saying that in any new development involving intricate technical considerations and elaborate developmental work, the problem of obsolescence will be a factor of great importance — much more so, for example, than obsolescence affecting relatively simple and fairly standardized appliances such as typewriters, adding machines, washing and ironing machines, and electric lighting equipment. In the early days of radio receivers, obsolescence occurred at a very rapid rate. Hardly a month passed but some new circuit or convenience was offered; and some of the changes were of so drastic a nature that a set that was a few years out of date (one, for example, that required the tuning of three separate dials to find the station) had little or no trade-in value. Television is bound to go through somewhat the same cycle, but with television, the matter is of considerably more importance to the consumer because of the very large investment involved and the fact that it will be difficult or impossible to recover more than a small fraction of the original investment even when the receiver may be only a year or two old.

So far as is known, television manufacturers have not adopted the technique of forced obsolescence which characterizes makers of automobiles, household furniture, etc., where there is a deliberate attempt made to make your last year's purchase obsolete, and to lower its resale value as rapidly as possible. We must necessarily tolerate a fairly rapid rate of obsolescence in any industry where technical design problems are difficult and the product itself is exceedingly intricate. On the other hand, the consumer who must watch his income and outgo will be well advised to buy lower-priced TV equipment than he would if he could be reasonably sure of its future development. This is no time, in other words, to buy a television receiver whose cost runs to a significant fraction of one's annual income, or which requires buying on the installment plan. The only persons who should at the present time perhaps buy television and radio-phonograph equipment in the $1000 to $3000 class are those who can afford to "forget" the outlay if it turns out that the set is obsolete and has only a trifling money value in the course of a few years.

It will be best, too, all things considered, to buy a television receiver alone rather than a television-radio-phonograph combination, since with the TV receiver alone, the monetary loss due to the obsolescence will be a minimum; the buyer will not have to throw away, so to speak, an AM-FM radio-phonograph unit in order to get a television receiver of a different type or make which changing circumstances may make him want to own a few years from now.

Vacuum Bottles

VACUUM BOTTLES are used to keep liquids hot or cold for a considerable time. Their usefulness depends largely on the length of time they are able to maintain the contents at temperatures reasonably near that desired for the beverage concerned. To reduce the loss of heat from their contents by conduction and radiation, the vacuum bottle (filler) is built with a double glass wall; the air is removed from the space between the walls at the time of manufacture. (See Figure 1.) The inner surface of the glass walls is coated with a very thin mirror surface of silver; this serves to reduce heat losses by radiation from one wall to another. Glass itself, of course, is a poor conductor of heat, as is the evacuated space between the walls; the cork which stoppers the mouth of the bottle is a rather poor conductor also. The filler is enclosed in a metal casing or shell, which is usually brightly finished, as an added aid to reducing the flow of heat into or out of the bottle. The casings of all the bottles included by Consumers' Research in the present test were made of thin sheet steel coated with lacquer.

The bottles tested were well constructed in that they all had a rubber ring gasket around the neck of the filler that would to a large extent prevent the liquid being poured into the bottle from seeping into the space between the filler and metal casing. Another sealing ring where the threaded ring which fits over the shoulder of the filler and into the case would be a desirable addition, but the bottles purchased for CR's test lacked this. The seal is important, for the casing is likely to corrode if liquid remains in contact with it; moreover, any liquid caught in the casing may dribble out into the cup along with the liquid poured from the filler, after becoming contaminated.

In order to prolong the time in which liquids can be kept at the desired temperature, vacuum bottles should be rinsed with hot water before filling with hot liquids and with cold before filling with cold ones.

It is also suggested that if coffee, for example, is to be used with added milk or cream, the safest way is to add *boiled* milk at the time the bottle is filled. Otherwise the milk or cream may be soured by the time its contents are to be used. (If preferred, cold milk or cream may be carried separately and added at the time of use.)

Bottles can be cleaned by half filling with hot water to which a teaspoonful of baking soda is added; then shake well, rinse, and allow to dry. When not in use, bottles should be kept open with corks and caps removed. Corks and cups may be sterilized. (The cups made of plastic were well adapted to their purpose, for they withstood boiling water for 15 minutes without softening or distorting.)

To determine their efficiency in maintaining the temperature of their contents, the bottles were filled with water at a temperature just below boiling, and were allowed to stand at room temperature for 24½ hours. During this period the temperature of the contents of the least efficient bottle dropped 104°F, and the temperature of the contents of the most efficient bottle dropped 34° less,

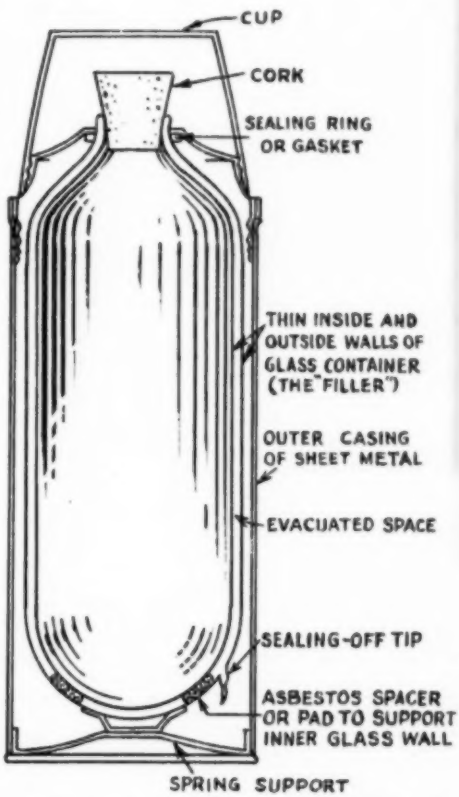

CUP
CORK
SEALING RING OR GASKET
THIN INSIDE AND OUTSIDE WALLS OF GLASS CONTAINER (THE "FILLER")
OUTER CASING OF SHEET METAL
EVACUATED SPACE
SEALING-OFF TIP
ASBESTOS SPACER OR PAD TO SUPPORT INNER GLASS WALL
SPRING SUPPORT

Figure 1 —*Sectional view of a vacuum bottle, showing the principal part. These consist of: a metal casing; a double-walled insulating glass container (filler); a shock-absorbing device, which cushions or supports the filler; a threaded shoulder, which fits over the neck of the filler and screws onto the casing; a rubber sealing gasket; a cork stopper; and the screw-on cover over the cork, used as a cup. Spacers, which are usually asbestos, are placed between the two walls of glass during manufacture in order to add strength to the filler.*

or 70°. (The bottles included in this test showed no average improvement over those reported in CONSUMERS' RESEARCH BULLETIN for February 1943. Corresponding figures in the test reported at that time were 103° and 66°, respectively.) Lack of uniformity was demonstrated by the fact that in the current test two bottles from the same manufacturer (*Tru-Test* and *Hy-Low*) differed by 20° in the amount the temperature of their contents fell in 24½ hours.

Inconsistencies in the temperature losses of different bottles from the same manufacturers in tests at different times indicated that the degree of vacuum to which the fillers (flasks) were pumped may not be under close control in manufacture, and so the heat-retaining efficiency of the filler may depend to an undesirably large extent upon chance. For this reason the conclusion to be drawn from CR's tests appears to be that the consumer will not be far wrong if he buys the cheapest vacuum bottle that he judges to be well constructed. All the bottles tested were found sufficiently effective to keep coffee hot enough for the average taste for a period of at least 12 hours when the bottles were kept at room temperature or in a refrigerator at about 45°F.

The metal cap on the *Higgins* bottle and that on the *Icy-Hot* bottle became too hot to hold when containing hot liquid. The cap of the *Higgins* bottle, however, was of better design; its wire handle made it practicable to hold the cup when it was full of hot liquid. All other bottles had plastic caps that were comfortable to hold when filled with hot liquid: the four plastic caps except the flexible one on the *Thermos* bottle, however, were somewhat fragile, and two cracked when dropped (3 ft. to a concrete floor).

The shock-absorbing device between the bottom of the flask and the bottom of the case included a rubber ring except in the *Calorex* and *Universal* bottles.

Bottles are rated *B. Intermediate* if the temperature of their contents dropped more than 80° in the 24½-hour test period at room temperature. Ratings are cr49.

A. Recommended

Higgins (J. C. Higgins; Sears-Roebuck's No. 7311) 98c pint size. **1**

Icy-Hot, No. B2210 (American Thermos Bottle Co., Norwich, Conn.) $1.19 pint size. **1**

Calorex X 377 (Distributed by Rexall Drug Stores) $1.49 pint size. **2**

Thermos, No. B34A (American Thermos Bottle Co.) $1.39 pint size. Best temperature-retaining properties of all bottles included in this test. **2**

B. Intermediate

Universal, No. VB2921 (Landers, Frary & Clark, New Britain, Conn.) $1.45 pint size. **2**

Hy-Low No. 12 (Aladdin Industries, Inc., Chicago) $1.65 pint size. **3**

Tru-Test (Sold in box marked *Hy-Low No. 12*, Aladdin Industries, Inc.) $1.60 pint size. **3**

Off the Editor's Chest

(*Continued from page 2*)

prices for nationally-advertised "fair-traded" products have been quick to capitalize on the economy appeal of "private brands" at far lower prices. With a standardized product like aspirin tablets, for example, informed consumers have made their choice on the basis of price and saved money by buying the equally good brand packaged by a drug manufacturer or wholesaler with the special label of some local chain or department store. On items like appliances, however, it is more likely that dealers will find ways around fixed prices by offering liberal "trade-in allowances" on old appliances.

When, in times of normal production, consumers decide to sit back and wait for bargains, they usually get their wants attended to, in spite of fair-trade laws, government trade restrictions, and other attempts to interfere with the basic laws of supply and demand. Moreover, there are signs on the economic horizon that resale price maintenance may be on the way out. In April of this year, the Florida Supreme Court invalidated that state's fair-trade law on the grounds that it was against the public interest and welfare, created monopoly, stifled competition, and involved an excessive use of the police power of the state, *applied to a private purpose*.

As one trade journal pointed out, the state fair-trade laws are, with few exceptions, carbon copies of each other, and any basic attack on one hits them all. In addition to the Florida Court's action, a lower court in Mississippi refused an injunction against a retailer who sold *Sheaffer* pens below the fair-trade price; California has a bill to pull the teeth from enforcement of its price-maintenance law; and a bill has been introduced in the House of Representatives to repeal the federal Miller-Tydings Act which provides the present national basis for retail price-fixing under state statutes. Action has also been taken in Louisiana, Illinois, and New York State to upset certain aspects of fair-trade statutes.

There is general agreement on the part of impartial observers that such laws are all contrary to the consumer's interest, that they deprive him of savings from efficiency, volume sales, lower overhead, unusually economical operation of a retail store, and other factors that some retailers are willing to pass on to their customers. Consumers who wish to hasten the elimination of these restraints on competition can take active measures to strengthen support of their legislators who are actively opposing fair-trade laws, and they can act in very effective economic fashion by buying, whenever they can, merchandise that is sold without manufacturers' price restrictions, and by refusing to buy "fair-traded" merchandise. In many cases, private mail-order or chain-store brands will be available at lower prices, and they will often be as good, perhaps even physically identical with the price-fixed brands. Dealers can be found in increasing numbers who will cut prices on appliances deeply by giving liberal trade-ins. When all else fails, and the need is not pressing, wait! And let the merchant, and if possible the manufacturer, too, know *why* you are postponing the purchase!

This country is geared to mass production and high turnover of commodities at reasonably low handling cost. If products don't move off the shelves and out of warehouses at a particular price, *that price will be cut until it produces the movement of goods that permits manufacturers and merchants to stay in business.* There just isn't enough money in the Treasury or available on credit to subsidize high prices indefinitely; and notwithstanding all the efforts of fair-trade lawyers and legislators, prices will come down when the people refuse to buy at prices that do not reflect economic trade practices.

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†indicates that listings of names or brands are included.

Photographic Equipment

Kodak Medalist II

Roll-Film Camera

A. Recommended

Medalist II (Eastman Kodak Co., Rochester 4, N. Y.) $312.50 including federal excise tax and carrying case. For 2¼ x 3¼ pictures, 8 on one No. 620 roll. Equipped with *Ektar* f:3.5 coated lens of 100 mm. focal length. Focusing, by rotation of helical mount, from 3.5 ft. to infinity. Diaphragm had "click" stops (desirable). Shutter, *Flash Supermatic*, with rated speeds of 1/400, 1/200, 1/100, 1/50, 1/25, 1/10, 1/5, 1/2, 1 second, and bulb. Time exposures were made by use of a special cable release (supplied with camera) which held shutter open, when set on "bulb," until manually released. Equipped with range-finder of the superior split-image type; range-finder image viewed on a separate window just below view-finder window. View-finder corrected for parallax. First frame of film requires positioning by observation of number through red window; subsequent frames are positioned by observation of a dial. Winding the film cocks the shutter; making the exposure releases film-winding mechanism to permit winding next frame into position. A separate shutter-cocking lever provides means for making double exposures intentionally, when needed. Shutter speeds were approximately proportional. Quality of lens better than average but not fully equal to that of the *Heliar* on the *Voigtlander Bessa*. (On another specimen, the lens was judged to be among the very best of top-grade anastigmats.) An accessory back, plate holders, sheet-film holders, and film-pack adapter are available at extra cost, also extension units and ground-glass panel for copying. With these accessories the *Medalist* would be substantially equivalent to a 6.5 x 9 cm. "Continental" plate and film-pack type of camera with double-extension bellows, but the "Continental" type of camera is judged more convenient in that its use for copying would be more convenient and would not involve the assembly of several separate units. In comparison with conventional roll-film cameras taking the same size picture, the *Medalist II* had the advantage of a much better than average range-finder and automatic parallax correction of the view-finder. Its bulk and weight were considered distinct disadvantages; the camera's fine finish and details would make it attractive to many amateurs who did not find the bulk and weight objectionable. This camera is rated *A. Recommended* on the basis of its satisfactory performance in the tests; it must, however, be recognized that there may be difficulties resulting from the complicated construction. **3**

Twin-Lens Reflex Camera

B. Intermediate

Argoflex, Model EM (Argus, Inc., Ann Arbor, Mich.) $64.40 including federal excise tax. Takes 12 pictures, 2¼ x 2¼ on No. 620 roll film. *Model EF* at $74.75 including tax was essentially the same except that it had built-in flash synchronizing contacts. Had coated f:4.5 anastiqmat *Argus Varex* "taking lens" of 75 mm. focal length, and f:4.5 anastigmat focusing lens. Lenses were geared together and focused from 3.5 ft. to infinity. Shutter of "automatic" (non-setting) type with rated speeds of 1/200, 1/100, 1/50, 1/25, 1/10 second, bulb, and time. Stops were of a non-standard series, i.e., f:4.5, f:6.3, f:9, f:12.7, and f:18. Image was viewed on conventional ground glass screen; folding magnifier in hood provided for easier focusing. Film positioned by conventional observation of numbers through red window. Shutter speeds of 1/10 to 1/50 were approxi-

Argoflex

mately proportional, but rated speeds of 1/100 and 1/200 gave practically identical exposures, a defect frequently found in *Argus* 35 mm. cameras and previously reported by CR. Lens gave good definition at center, but definition fell off toward the edges, also a common defect, found in some other *Argus* cameras. Camera body was of metal construction replacing plastic used on the original *Model E Argoflex*. **1**

Stereo Camera

B. Intermediate

Stereo Realist (David White Co., 315 W. Court St., Milwaukee 12) $162.50. Taking lenses, *Ilex Paragon* f:3.5 anastigmats of 35 mm. focal length. Inner surfaces of lenses coated. View-finder lens located centrally between taking lenses, advantageous in eliminating parallax error. Shutter, gear-retarded type operating behind lenses, and set by lever under lens board, with rated speeds of 1/150, 1/100, 1/50, 1/25, 1/10, 1/5, 1/2, 1 second, time, and bulb. Focusing by knurled knob which moves back part of camera in which film is carried. Equipped with split-field coupled range-finder, built-in flash synchronizer, and automatic film spacing device. Quality of lenses, good, considered equivalent to that of *Kodak Anastigmat Special* lenses. Shutter was defective when used at rated speed of 1 second, sometimes failing to open until an appreciable time had elapsed, and sometimes failing to close. Range-finder unsatisfactory because of a distinct space between the two images. Construction, except for range-finder and shutter, considered good. Used 20- or 36-exposure cartridges of 35 mm. film. Size of each single frame, approximately 24 x 25 mm. (15/16 x 1 inch). 16 stereo pairs are taken on a 20-exposure roll, 29 on a 36-exposure roll. In a second sample examined, the shutter was satisfactory, but the range-finder had the same fault as was found on the first sample. Cameras of this model known to have a satisfactory shutter and range-finder would warrant an *A-Recommended* rating.

Stereo Viewer

A. Recommended

Stereo Realist Viewer (David White Co.) $19.75. Used two achromatic lenses of 40 mm. focal length mounted in a plastic case. Had focusing adjustment and adjustment for interocular distance. Illumination by a 2.5-volt bulb operated by two type D flashlight cells. Pictures for viewing must be mounted (in transposed position) in a mask between glass sheets. Manufacturer provides masks at 50 for 75c, or will mount 16 pairs in cardboard only (not glass) for $1, or 29 pairs for $1.60.

Developing and Printing Kits

AT LEAST two manufacturers and some dealers are offering kits of the units required for developing roll film and printing the resulting negatives.

Some kits do not include developing tanks; although it is possible to develop roll film "hand-over-hand" in a tray, it is at best a messy and tiring job, and unless the photographer has a real darkroom, he must darken the bathroom or kitchen or other suitable space completely by covering all windows, door cracks, etc. A clock illuminated by a dim red light can be used to time ordinary (orthochromatic) films, but films of the color-corrected (panchromatic) types must be developed in total darkness. A developing tank, however, can be used where the tray method is wholly impracticable, for it can be loaded with either ordinary or panchromatic film in any dark clothes closet, and developing can be done in full room light in the kitchen sink; indeed, development by the tank method, in the hands of a beginner, is far more likely to produce good results than tray development. Tanks can be used for roll films as large as the 3¼ x 5½ in. size.

Many kits include only a red safelight, whereas prints should be developed under the brightest yellow light that is "safe" for the paper used, as it is impossible, in dim red light, to judge correctly whether the print has been exposed and developed to the correct density. A *good* printing box is a convenience, especially if many prints are to be made; it also provides masking for white margins and for adjustment of size or shape of print. A printing frame, used with an ordinary lamp, is entirely practical, however, and has the advantage of being far less bulky than a printing box.

The prospective buyer who wants to buy economically should check the cost of equivalent units purchased separately, before buying any kit. Below is a list of required equipment:

1 developing tank, adjustable type, or one suited to a single size of film that will be used.

3 trays, about 4 x 6 inches, of white enamel, or made of rubber or plastic.

1 thermometer, preferably one suitable for immersion in the tank.

1 graduate; 16 oz. or 500 cc. is a convenient size.

2 film clips, preferably of stainless steel.

1 yellow safelight.

In addition there should be either

1 printing box, **or**

1 printing frame.

B. Intermediate

F-R Home Developing and Printing Kit (The F-R Corp., 951 Brook Ave., New York 56) $7.95 including federal tax. Kit included items listed in text except thermome-

ter, graduate (total value about 75 cents), and yellow safelight. A red instead of a more desirable yellow safelight was provided (see text) and also one bottle of ready-mixed developer for paper, 1 bottle of ready-mixed fixing solution, and 1 package of contact printing paper. This kit had a satisfactory 4 x 5 in. printing frame (see text). The developing tank was of the adjustable type, taking all film sizes from 35 mm. up to and including No. 116 (or 616).

C. Not Recommended

Kodak ABC Photo-Lab Outfit (Eastman Kodak Co., Rochester 4, N. Y.) $7.58 including federal tax. Kit included items listed in text with the exception of a developing tank, and yellow safelight. A red instead of yellow safelight was provided (yellow more desirable). Graduate was only 4 oz. It also had 3 packages of M-Q developer, 1 can of acid fixing powder, stirring rod, and 1 package of 3¼ x 5½ contact printing paper. Printing box provided was crude, consisting merely of a conventional printing frame on top of a metal box containing a light bulb with an ordinary push-switch socket instead of the desirable momentary-contact type operated by the hinged lid of the printing frame.

Custom-Made Radio-Phonograph Equipment

It may be cheaper in many cases to buy commercially-built equipment in the radio-phonograph and other fields rather than have something made to order, unless you are in a position to know that the expert doing the custom-building job is a real expert and that he will do a thorough and competent job. In other words, the question of proper specifications and tests enters the problem, no matter whether you are buying something ready-made or an item built to order by a professional. The accompanying brief article gives an interesting illustration of the need for care in dealing with specialist radio and sound men.

ONE of CR's consultants in the field of radio reports a study which he made of a *custom-built* radio-phonograph supposed to be high-fidelity and furnished at the very considerable price of $700, of which half was paid down at the time the order was placed and half was to be paid on delivery. The purchaser considered the tone unsatisfactory in spite of the large expenditure he had made, and the question was who was to decide whether the buyer had received what he had intended to purchase, namely, a first-class made-to-order radio-phonograph, and whether he should pay the rest of the money due.

On a test, the amplifier, a custom-made unit using triodes in push-pull in the output, was found to be as good as that used in all but very expensive commercially-made radio phonographs. The loud-speaker, however, was a "standard-range" unit, possibly "surplus equipment," an item not qualified to be classed as high-fidelity at all. Its performance was such that it cut off rapidly at frequencies from 4000 to 5000 cycles, and thus the good quality of the amplifier, which was good up to 10,000 cycles, was being wasted; the purchaser, of course, did not receive what he had intended to buy, because of this mistake in judgment or knowledge on the part of the builder. The radio part of the equipment was also unsatisfactory, and not good enough for the job; it consisted of the type of radio chassis briefly discussed by CR in its BULLETIN of February 1948.

Thus high-priced custom-building of a radio-phonograph does not by any means guarantee a first-rate job; it would be CR's opinion that a good job is not any more likely to be received in this way than if a good grade of commercial, mass-produced equipment is bought, unless the buyer is in a position to specify exactly in writing, as from the findings presented in CR's BULLETIN material, names and model numbers of the units to be supplied. He will also need to specify the way the various units are to be interconnected and arranged. He should further be prepared to have an expert check the finished equipment by correct technical methods (as was done in the case reported), if that should prove desirable, by employment of a qualified consulting electronic engineer. In the instance that has been outlined, the test engineer, who had long experience in the testing of high-fidelity tuners, amplifiers, and speakers, made use of a variety of specialized laboratory test equipment having a value of several thousand dollars, in deciding that the custom-built radio phonograph gave relatively poor performance.

RATINGS of MOTION PICTURES

THIS section aims to give critical consumers a digest of opinion from a wide range of motion picture reviews, including the motion picture trade press, leading newspapers and magazines—some 19 different periodicals in all. The motion picture ratings which follow thus do not represent the judgment of a single person, but are based on an analysis of critics' reviews.

The sources of the reviews are:

Box Office, Charm, Chicago Daily Tribune, Cue, Daily News (N.Y.), *The Exhibitor, Harrison's Reports, Motion Picture Herald, National Legion of Decency List, Newsweek, New York Herald Tribune, New York Times, Parents' Magazine, Release of the D.A.R. Preview Committee, Successful Farming, Time, Variety* (weekly), *Weekly Guide to Selected Motion Pictures* (National Board of Review of Motion Pictures, Inc.), and *Unbiased Opinions of Current Motion Pictures* which includes reviews by the General Federation of Women's Clubs, the American Legion Auxiliary, National Film Music Council, and others.

The figures preceding the title of the picture indicate the number of critics who have been judged to rate the film A (recommended), B (intermediate), or C (not recommended) on its entertainment values.

Audience suitability is indicated by "A" for adults, "Y" for young people (14-18), and "C" for children, at the end of each line.

Descriptive abbreviations are as follows:

adv—adventure
biog—biography
c—in color (Technicolor, Cinecolor, Trucolor, Magnacolor, Vitacolor, etc.)
car—cartoon
com—comedy
cri—crime and capture of criminals
doc—documentary
dr—drama
fan—fantasy
hist—founded on historical incident
mel—melodrama
mus—musical
mys—mystery
nov—dramatization of a novel
rom—romance
soc—social-problem drama
trav—travelogue
war—dealing with the lives of people in wartime
wes—western

A	B	C		
1	10	6	**Act of Violence, An**	*war-mel A*
1	9	6	**Adventure in Baltimore**	*com AY*
—	10	5	**Adventures of Don Juan**	*adv-c A*
—	2	6	**Affairs of a Rogue, The**	*hist-dr A*
—	6	4	**Africa Screams**	*com AYC*
—	3	1	**Alaska Patrol**	*mel AYC*
—	9	7	**Alias Nick Beal**	*fan A*
—	—	3	**Amazon Quest**	*mel A*
—	3	4	**Angel in Exile**	*mel A*
—	1	8	**Angel on the Amazon**	*dr A*
—	—	3	**Arkansas Swing, The**	*mus-com AYC*
—	3	—	**Arson, Inc.**	*cri-mel AY*
—	—	3	**Back Trail**	*wes AYC*
3	9	3	**Bad Boy**	*dr AYC*
—	6	2	**Badmen of Tombstone**	*wes A*
2	12	—	**Barkleys of Broadway, The**	*mus-com-c A*
—	4	1	**Big Cat, The**	*mel-c A*
—	1	8	**Big Jack**	*dr A*
—	5	1	**Big Sombrero, The**	*mus-wes-c AYC*
—	3	2	**Blondie's Big Deal**	*com AYC*
—	3	6	**Blondie's Secret**	*com AYC*
—	7	5	**Bomba, The Jungle Boy**	*adv-c AYC*
—	2	4	**Boston Blackie's Chinese Venture**	*cri-mel AY*
—	7	8	**Boy with Green Hair, The**	*fan AYC*
—	7	8	**Bribe, The**	*cri-mel A*
—	4	10	**Bride of Vengeance**	*hist-dr A*
—	3	3	**Brothers in the Saddle**	*wes A*
—	8	7	**Canadian Pacific**	*mel-c AY*
—	5	2	**Canterbury Tale, A**	*dr A*
—	—	3	**Caravan**	*adv A*
—	2	14	**Caught**	*dr A*
1	11	4	**Champion**	*mel A*
—	13	4	**Chicken Every Sunday**	*com A*
—	4	3	**Chips Are Down, The**	*nov A*
—	6	9	**City Across the River**	*cri-mel A*
—	3	6	**Clay Pigeon, The**	*mel A*
—	3	2	**C-Man**	*mel A*
4	11	1	**Command Decision**	*war-dr AY*
—	14	2	**Connecticut Yankee in King Arthur's Court, A**	*mus-com-c AYC*
—	1	2	**Courtin' Trouble**	*mus-wes AYC*
—	7	4	**Cover Up**	*dr A*
—	1	3	**Crime Doctor's Diary, The**	*mys-mel AY*
—	5	11	**Criss Cross**	*cri-mel A*
—	1	7	**Crooked Way, The**	*cri-mel A*
—	11	2	**Dark Past, The**	*cri-mel A*
—	1	7	**Daughter of the Jungle**	*adv AYC*
—	5	—	**Daughter of the West**	*wes-c A*
—	3	1	**Death Valley Gunfighter**	*wes AYC*
—	3	9	**Decision of Christopher Blake, The**	*dr A*
—	3	1	**Dédée**	*dr A*
—	1	2	**Denver Kid, The**	*wes AYC*
—	2	2	**Devil's Daughter**	*dr A*
—	3	2	**Don Quixote**	*dr A*
1	5	2	**Don't Take It to Heart**	*com AYC*
4	11	1	**Down to the Sea in Ships**	*mel AY*
—	2	4	**Duke of Chicago**	*mel AY*
—	6	3	**Easy Money**	*com A*
—	7	4	**Edward, My Son**	*dr A*
—	1	3	**El Dorado Pass**	*mus-wes AYC*
—	3	11	**El Paso**	*wes-c A*
3	10	4	**Enchantment**	*dr A*
—	—	4	**Eternal Husband, The**	*dr A*
—	3	1	**Fallen Idol, The**	*dr A*
—	—	4	**False Paradise**	*wes AYC*
—	11	5	**Family Honeymoon**	*com AYC*
—	5	9	**Fan, The**	*dr A*
—	5	2	**Far Frontier, The**	*mus-wes-c AY*
—	1	3	**Fear No Evil**	*dr A*
—	—	4	**Feathered Serpent, The**	*mys AY*
—	2	3	**Fighting Fools**	*cri-mel AYC*
—	9	3	**Fighting O'Flynn, The**	*nov-c AY*
1	6	7	**Flamingo Road**	*dr A*
—	2	8	**Flaxy Martin**	*dr A*
—	4	5	**Forbidden Street, The**	*nov A*
—	6	8	**Force of Evil**	*cri-dr A*
—	3	—	**Frontier Investigator**	*wes AYC*
—	3	—	**Gay Amigo, The**	*wes AYC*
—	4	2	**Grand Canyon Trail**	*mus-wes AYC*
—	2	1	**Great Dan Patch, The**	*dr A*
—	2	4	**Great Gatsby, The**	*dr A*
1	7	2	**Green Promise, The**	*dr AYC*
—	4	1	**Guaglio**	*war-dr A*
—	5	6	**Guinea Pig, The**	*dr AY*
—	2	3	**Gun Smugglers**	*wes AYC*
—	—	4	**Gunning for Justice**	*wes AYC*
—	—	6	**Harpoon**	*mel A*
—	13	1	**He Walked By Night**	*cri-mel A*
—	6	2	**Henry, the Rainmaker**	*com AYC*
—	3	1	**Her Man Gilbey**	*com A*
—	—	3	**Hidden Danger**	*wes AYC*
—	1	5	**Hideout**	*cri-mel A*
—	4	6	**High Fury**	*dr A*
—	3	1	**Highway 13**	*mel A*
—	3	1	**His Young Wife**	*dr A*
2	9	4	**Home of the Brave**	*propaganda-dr A*
—	3	5	**Homicide**	*cri-mel A*
—	2	4	**Homicide for Three**	*mys-mel A*
—	4	1	**I Am With You**	*dr AY*
—	1	3	**I Cheated the Law**	*cri-dr A*
—	5	1	**I Shot Jesse James**	*mel A*
—	7	7	**Impact**	*cri-mel A*
—	4	2	**Incident**	*mel AY*
—	5	1	**Indian Agent**	*wes AYC*

A	B	C		
—	—	4	**Inner Sanctum**	*mys-mel A*
—	—	5	**Interlude**	*dr A*
—	2	8	**It Always Rains Sunday**	*dr A*
—	5	—	**It Happens Every Spring**	*com AYC*
—	2	2	**Jiggs and Maggie in Court**	*com AYC*
—	1	6	**Jigsaw**	*dr A*
—	5	1	**Joe Palooka in The Big Fight**	*mel AY*
—	12	5	**John Loves Mary**	*com A*
—	2	3	**Judge Steps Out, The**	*com A*
—	—	4	**Jungle Goddess**	*dr AYC*
—	2	3	**Jungle Jim**	*mel AY*
—	1	6	**Just William's Luck**	*com A*
—	7	5	**Kiss in the Dark, A**	*com A*
—	9	7	**Kissing Bandit, The**	*mus-com-c A*
1	8	6	**Knock on Any Door**	*cri-mel A*
—	3	4	**Lady Gambles, The**	*dr A*
—	7	3	**Last Bandit, The**	*wes-c A*
—	5	—	**Last of the Wild Horses**	*wes-c A*
—	2	3	**Last Stop, The**	*war-dr A*
—	—	4	**Law of the Barbary Coast**	*mel A*
—	5	2	**Lawton Story, The**	*dr-c A*
—	15	2	**Letter to Three Wives, A**	*dr A*
—	1	3	**Life in Bloom**	*biog-c A*
1	5	10	**Life of Riley, The**	*com AYC*
2	6	9	**Little Women**	*dr-c YC*
—	5	1	**Loaded Pistols**	*mus-wes AYC*
—	2	6	**Lone Wolf and His Lady, The**	*cri-mel A*
—	3	3	**Lost Tribe, The**	*mel AYC*
—	1	3	**Lovable Cheat, The**	*com A*
—	—	3	**Lovers, The**	*dr A*
—	2	11	**Lucky Stiff, The**	*cri-com A*
—	3	7	**Ma and Pa Kettle**	*com AYC*
—	2	3	**Make Believe Ballroom**	*mus-com AYC*
—	6	5	**Man About the House, The**	*mel A*
—	2	1	**Man to Men**	*dr AYC*
1	3	3	**Manhandled**	*mys-mel A*
—	2	3	**Manhattan Angel**	*mus-com AY*
—	—	3	**Mark of the Lash**	*wes AYC*
—	3	3	**Massacre River**	*mel-c A*
—	6	6	**Mexican Hayride**	*com A*
—	8	6	**Miranda**	*com A*
—	2	3	**Miss Mink of 1949**	*com A*
1	9	1	**Monsieur Vincent**	*dr A*
—	11	5	**Mother is a Freshman**	*com-c AYC*
1	9	2	**Mr. Belvedere Goes to College**	*com A*
—	10	2	**Mr. Perrin and Mr. Traill**	*dr A*
—	1	4	**Mutineers, The**	*mel AYC*
—	2	4	**My Brother's Keeper**	*mel A*
—	5	7	**My Dream Is Yours**	*mus-com-c A*
—	4	12	**My Own True Love**	*war-dr A*
—	5	—	**Night Time in Nevada**	*mus-wes-c AYC*
—	1	5	**Night Unto Night**	*dr A*
—	1	3	**Old-Fashioned Girl, An**	*mus-dr AYC*
—	4	7	**One Night With You**	*mus-dr AY*
—	4	8	**One Sunday Afternoon**	*mus-com-c A*
—	3	2	**One Woman's Story**	*dr A*
—	3	1	**Outcry**	*war-dr A*
—	—	3	**Outlaw Brand**	*mus-wes AYC*
—	2	1	**Outlaw Country**	*wes AYC*
—	4	9	**Outpost in Morocco**	*mel A*
—	1	7	**Parole, Inc.**	*cri-mel A*
—	3	4	**Piccadilly Incident**	*war-dr A*
—	6	3	**Place of One's Own, A**	*mys-dr A*
1	10	6	**Portrait of Jennie**	*dr-c A*
1	3	5	**Prejudice**	*propaganda-dr A*
—	1	3	**Prince of the Plains**	*wes AYC*
—	1	2	**Professor, My Son**	*dr A*
2	13	1	**Quartet**	*dr A*
1	9	2	**Quiet One, The**	*doc-dr A*
—	2	5	**Racing Luck**	*dr AYC*
—	—	5	**Rangers Ride, The**	*mus-wes AYC*
—	11	4	**Red Canyon**	*wes-c AYC*
1	9	6	**Red Pony, The**	*dr-c A*
2	9	5	**Red Shoes, The**	*mel-c AY*
—	5	3	**Red Stallion in the Rockies**	*dr-c AY*
—	2	1	**Reign of Terror**	*hist-mel A*
—	11	5	**Return of October, The**	*com-c A*
—	3	3	**Ride, Ryder, Ride**	*wes-c YC*
—	4	—	**Rimfire**	*wes AY*
—	2	7	**Rose of the Yukon**	*mel AYC*
—	2	2	**Roughshod**	*wes A*
—	—	3	**Rozina, the Love Child**	*dr A*
—	3	2	**Rustlers**	*mus-wes AYC*
—	1	2	**Rusty Saves a Life**	*dr AYC*
—	6	—	**Sand**	*mel-c AY*
—	4	2	**Saraband**	*hist-dr-c A*
2	4	2	**Scott of the Antarctic**	*dr-c AYC*
—	—	3	**Search for Danger**	*mel A*
—	7	1	**Secret Garden**	*dr-c AYC*
—	1	2	**Secret Mission**	*war-mel A*
—	—	3	**Secrets of a Ballerina**	*dr A*
1	9	5	**Set-Up, The**	*mel A*
—	4	1	**Shamrock Hill**	*mus-fan AYC*
—	3	1	**Shep Comes Home**	*dr AYC*
—	3	5	**Sheriff of Wichita**	*wes AYC*
—	5	5	**Shockproof**	*mel A*
—	—	4	**Silver Trails**	*mus-wes AYC*
—	1	9	**Siren of Atlantis**	*fan A*
—	5	1	**Sky Dragon**	*mys-mel AY*
—	6	5	**Sleeping Car to Trieste**	*cri-mel A*
—	7	3	**Slightly French**	*mus-com-c A*
—	2	1	**Smoky Mountain Melody**	*mus-wes AYC*
—	—	4	**Snowbound**	*dr A*
2	11	4	**So Dear to My Heart**	*mus-car-c AYC*
—	2	5	**Song of India**	*mel AYC*
1	6	—	**Sorrowful Jones**	*com A*
—	9	7	**South of St. Louis**	*wes-c A*
—	5	2	**Special Agent**	*cri-mel AY*
—	5	1	**Stampede**	*wes AYC*
—	6	5	**State Department—File 649**	*mel-c A*
—	1	3	**Strange Gamble**	*wes AYC*
2	13	—	**Stratton Story, The**	*dr AYC*
—	2	4	**Street Corner**	*dr A*
—	6	4	**Streets of Laredo**	*wes-c A*
—	2	3	**Streets of San Francisco**	*cri-mel A*
—	5	2	**Strike It Rich**	*dr A*
—	8	5	**Sun Comes Up, The**	*mus-dr-c AYC*
—	2	2	**Susanna Pass**	*mus-wes-c AYC*
—	1	2	**Symphony of Life**	*mus-dr-c A*
1	9	6	**Take Me Out to the Ball Game**	*mus-com-c AYC*
—	2	2	**Take My Life**	*mys-mel A*
—	4	4	**Tale of the Navajos**	*doc-c AYC*
—	6	5	**Tarzan's Magic Fountain**	*fan AYC*
—	4	4	**Temptation Harbor**	*dr A*
—	7	8	**That Wonderful Urge**	*com A*
—	1	12	**This Was A Woman**	*dr A*
—	11	9	**Three Godfathers**	*wes-c A*
—	2	2	**Thunder in the Pines**	*mel A*
—	4	1	**Tomorow's a Wonderful Day**	*doc-dr A*
—	2	6	**Too Late for Tears**	*cri-mel A*
—	—	3	**Triggerman**	*wes AYC*
—	2	2	**Trouble Preferred**	*mel A*
—	3	2	**Troublemakers**	*com AYC*
—	1	5	**Tucson**	*wes AYC*
2	7	—	**Tulsa**	*mel-c AY*
—	6	3	**Tuna Clipper**	*mel AYC*
—	8	4	**Undercover Man, The**	*cri-mel A*
—	2	3	**Unknown Island**	*dr-c A*
—	3	6	**Untamed Breed, The**	*wes-c A*
—	1	4	**Valiant Hombre, A**	*mel AYC*
1	9	4	**Wake of the Red Witch**	*adv AY*
—	6	2	**Walking Hills, The**	*wes A*
—	3	2	**Wandering Jew, The**	*dr A*
—	3	4	**Waterloo Road**	*war-dr A*
1	8	4	**We Were Strangers**	*mel A*
—	1	3	**Wench, The**	*dr A*
—	2	4	**What's On Your Mind**	*doc A*
—	5	8	**Whiplash**	*mel A*
1	11	5	**Whispering Smith**	*mel-c AY*
—	9	1	**Window, The**	*mys-mel AY*
—	1	3	**Woman in the Hall, The**	*dr A*
—	3	9	**Woman's Secret, A**	*mus-mel A*
1	8	6	**Words and Music**	*mus-com A*
—	—	4	**Yank Comes Back, A**	*doc A*
—	12	4	**Yellow Sky**	*wes A*
—	14	2	**You Gotta Stay Happy**	*com A*
—	4	2	**Younger Brothers, The**	*wes-c A*

The Consumers' Observation Post

(Continued from page 4)

sentenced to six months in jail because he bought potatoes from the government at 25 cents a bushel for cattle feed and sold them at $2 a bushel for human food. The potatoes, comments the newsletter, should never have been produced in the first place and would not have been if the government had not promised to support prices at very profitable levels.

* * *

THE SUPERIORITY OF ANIMAL PROTEIN as found in meat, eggs, cheese, and milk is continually being demonstrated by some new piece of research. Nutritionists have now discovered a new growth factor in animal protein, according to a report in the Industrial Bulletin of Arthur D. Little, Inc. (a well-known firm of consulting chemists), which is found in appreciable amounts in milk, cheese, beef and pork muscle, and in egg yolk. The factor called APF (animal protein factor) can be produced by microbial synthesis, and it has been suggested that it may eventually be available to supplement oil meals or cereals for feeding poultry and swine. The need for such a supplement was discovered during World War II when it was found that poultry, for example, fed on soybean meal grew at a slower rate and produced fewer hatchable eggs than chickens fed some meat scraps, fish waste, or other animal protein. There is hope also that this new factor may prove to be a long-sought-for inexpensive substitute for liver extract so important in the treatment of pernicious anemia.

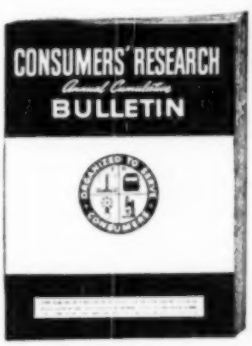
* * *

BREAD, once the staff of human life, is getting to be just a chemical formula of impressive sounding constituents put together to achieve something that resembles the real thing in appearance only. Hearings were held early this year by the Federal Security Agency on standards of identity for bread, and what the various chemical firms want to put in it would make Grandma's hair stand on end. There is, for example, MYRJ 45 (polyoxyethylene monostearate), an emulsifier that can be added to the mix to enable the baker to cut down on on the amount of shortening used and to make the bread stay soft longer. Representatives of Corn Products Refining Company want the standards to permit the use of milo starch and milo syrup as optional sweetening ingredients. An official of the Soy Flour Association recommends the inclusion of soy flour as an optional farinaceous ingredient. Whether federal officials yield to these

It's Coming in September!

CR's 1949-50 Annual Cumulative Bulletin which summarizes a wide range of CR's previous findings is again scheduled to make its appearance the middle of September. This 200-page book not only lists many thousands of ratings which have appeared in the monthly issues, but presents as well much new information that has not been printed in any other CR Bulletin.

Conveniently indexed for ready reference, the Annual Cumulative Bulletin, subscribers tell us, has saved many times its price for those who have followed its advice. Because of the extreme condensation rendered necessary by space limitations, the issue is restricted to the use of individuals and that of their immediate families. We regret that we are unable to accept orders from libraries, schools, corporations, and other groups.



PLACE YOUR ORDER NOW BY USING THE ORDER BLANK ON NEXT PAGE!

and other commercial pressures for sophistication of our breadstuffs remains to be seen. Consumers who appreciate good bread may comfort themselves with one hope, that even if commercial bread is still further debased, there will always be a few small bakers who recognize the value of competition and who will turn out a loaf that can be advertised as being made of honest-to-goodness ingredients such as unbleached flour, shortening, salt, sugar, and yeast - and no added chemicals of any kind.

* * *

PRICE-CUTTING ON TIRES is again making its appearance. To consumers this is a sign of a return of the good old days when competition helped to keep prices down; nevertheless one trade journal reported that two manufacturers were trying "to stem the tide with fair trade [resale price maintenance] announcements."

* * *

CONSUMERS who think their food bills are high should contemplate how much they are spending for their federal and local governments. According to Congressman Max Schwabe of Missouri, in 1947 all government in America cost taxpayers $54,000,000,000, while the nation's food bill was $47,000,000,000, or 7 millions less. Thoughtful people may well ask themselves whether they would not prefer to spend their money for more steaks and roasts and get along with fewer — and less expensive — bureaucrats.

* * *

RECENTLY TESTED:

HOLDERS FOR OLD RAZOR BLADES which enable a blade to be put into position as either a cutter or scraper are handy gadgets to have around the house or car. Of the many makes available, Acorn (McGill Metal Products Co., Marengo, Ill.), 15 cents at hardware stores, offers two advantages not usually present in other scrapers. The blade is quickly adjustable to four cutting positions, in one of which only a relatively small part of the blade is exposed. This position is convenient for cutting cloth, paper, leather, etc., and gives greater safety in handling the tool. There is also a fifth position in which the blade is closed in and practically pretty safe, although not completely so, against scratching or cutting anyone, a very desirable safety provision in any such tool. The handle contains a receptacle for holding extra blades, a feature that is a real convenience and time-saver.

Consumers' Research, Inc.
Washington, N. J.

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PHONOGRAPH RECORDS

BY WALTER F. GRUENINGER

Please Note: *In the ratings AA indicates highly recommended; A, recommended; B, intermediate; C, not recommended.* Although nearly all new releases of serious music are heard, space narrows comment, generally, to sets which merit high ratings.

Bruckner: *Mass in E Minor.* Choir and Orchestra of the Hamburg State Opera. 10 sides, Capitol-Telefunken Set EEL 2504. $7.50. Subdued, symphonically treated mass for mixed choir, woodwinds and brass. Among the first items released by Capitol in its new series pressed in U.S.A. from German Telefunken masters. Praiseworthy performance though not definitive. The frequency and dynamic range of this pre-war recording are less than today's best, though they are acceptable. Good surfaces. Overall, very nearly equal to Victor Set 596.
Interpretation A
Fidelity of Recording B

Chopin: *Mazurkas.* Maryla Jonas (piano). 6 sides, Columbia Set 810. $4.15. Nine mazurkas played with grace and dignity. Satisfactory recording, but on several sides softest passages are obscured by surface noise. **Interpretation AA**
Fidelity of Recording A

Fauré: *Quartet No. 2.* London Belgian Piano Quartet. 8 sides, English Decca Set 74. $9.45. Definitive Fauré, this quartet. Played with the freshness and charm required. Recorded in an over-resonant studio causing jumble, though range is wide. Part of side 1 scrapes. **Interpretation AA**
Fidelity of Recording B

Gounod: *Faust.* Noré, Rico, Bourdin, Saint-Arnaud, Geori-Boué, etc., and the Royal Philharmonic Orchestra and Chorus under Beecham. 32 sides, RCA Victor Sets 1300 and 1301. $22. It's Beecham's show. The male soloists are superior to the female, though they are no more than adequate. Certainly it wasn't the *quality* of this Marguerite's voice that caused Faust to sell his soul! The orchestra is tops. Sides 1 through 3 sound fuzzy, and they scrape, but thereafter surfaces are quiet. Wide range, rich, robust English recording with details of the orchestra coming through remarkably well. Voices are clear, well forward, staunchly supported by the orchestra, with sufficient chamber resonance to count. The introduction to the waltz chorus on side 9 and the closing chorus on side 32 are overcut, for my stylus refuses to move on without a lift. Libretto furnished.
Interpretation A
Fidelity of Recording A

Liszt: *Orpheus* (3 sides) & **Chabrier:** *Marche Joyeuse* (1 side). Royal Philharmonic Orchestra under Beecham. RCA Victor Envelope Set 1265. $2.50. Sober tone poem played with the utmost lyricism. Smooth, transparent English recording. Superior on all counts to competitive Columbia Set MX 165.
Interpretation AA
Fidelity of Recording AA

Rodgers: *South Pacific.* Members of the Original Broadway Cast. 14 sides, Columbia Set 850. $7.12. One of Broadway's most popular musicals. The music, however, does not add up to the tunes in the London Set below. The cast sings better than most Broadway groups. Pinza's sides are best. Not widest range recording but plenty of pleasing tonal bounce.
Interpretation A
Fidelity of Recording A

Richard Rodgers Suite. Louis Levy and His Concert Orchestra. 4 sides, London Set 72. $4.20. Twelve of Rodgers' most popular tunes. Played suavely by a group of maybe 15. Wide range recording with too much resonance, losing the intimacy and transparency this music demands.
Interpretation AA
Fidelity of Recording A

Schubert: *Octet.* Vienna Octet. 12 sides, English Decca Set 104. $13.65. The work, which is new to me and not available elsewhere, is akin to the "Divertimenti" of Mozart. Six contrasting movements scored for strings, woodwinds, and horn offer much that is charming. Played expertly. The engineers present excellent highs and clarity, but too little bass.
Interpretation AA
Fidelity of Recording A

Schubert: *Quartet No. 14* ("Death and the Maiden"). Fine Arts Quartet. 8 sides, Mercury Set 14. $6.57. A great work. Well played though some of the grace and depth of an AA performance is missing. Tempos are too hurried, also. The recording of side 2 is woolly, the inner grooves of side 5 are wobbly. Cello lacks bite, first fiddle dominates. Yet, live-chamber wide-range recording. Slightly superior to competitive Busch-Victor Set 468 in fidelity, equal in performance.
Interpretation A
Fidelity of Recording A

Smetana: *Excerpts from The Bartered Bride.* Royal Philharmonic Orchestra under Beecham. 4 sides, RCA Victor Envelope Set 1294. $2.50. The tuneful overture, polka, "Dance of the Comedians" played with meticulous attention to details and less abandon than usual, particularly in the overture. Velvety English recording but bass is overcut, causing my 20-gram-pressure *GE* pickup to buzz in many loud passages.
Interpretation AA
Fidelity of Recording A

Tchaikovsky: *Symphony No. 6* ("Pathetique"). NBC Symphony Orchestra under Toscanini. 10 sides, RCA Victor Set DV 27. $11. A melancholy, great work. Toscanini's interpretation seems searching, calculated, exalted, revealing more detail than customary. The Rodzinski-Columbia Set 558 ($6.25) played in good taste, yet with more "heart on the sleeve," seems more common and traditional. This recording of Toscanini is dry and muffled and "dirty," lacking dynamic range and brilliance. More realism in Columbia's recording. Victor's vinylite surfaces are nearly as noisy as Columbia's shellac surfaces.
Interpretation A
Fidelity of Recording B

Music of the Sioux and Navajo. Recorded by Professor Willard Rhodes in Indian communities with the cooperation of the U. S. Dept. of Interior, Bureau of Indian Affairs. 8 sides, Ethnic Folkways Library Set 1401. $7.33. (117 W. 46 St., N.Y.C.) The trouble with most on-the-spot recordings of this nature has been poor fidelity. What a relief to hear this set play almost as clearly as though it were a local resonant-studio radio program. Moreover, it is pressed on quiet, plastic surfaces. At times the music curdles your blood, always it is played with authority! Excellent for educational purposes. Helpful illustrated booklet furnished. The manufacturer announces this is the first in a series of folkmusic sets gathered from all points of the compass.
Interpretation AA
Fidelity of Recording A

Music of Equatorial Africa. Recorded by André Didier in French Equatorial Africa. 8 sides, Ethnic Folkways Library Set 1402. $7.33. For the general collector, this set does not match the Sioux and Navajo set. The music is less interesting; the fidelity is unimpressive; the plastic surfaces are audible. Booklet furnished.
Interpretation AA
Fidelity of Recording B

Erna Sack (soprano). 6 sides, Capitol-Telefunken Set 2500, $5. Vocal acrobatics. In place of trapeze, rings, tight rope, "The German Nightingale" employs "Parla Waltz," "Jubilate," "Funiculi," etc. On the whole, palatable. Uneven recording, but generally easy on the ear. Quiet surfaces.
Interpretation A
Fidelity of Recording A